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BEADLE'S DIME

HAND-BOOK OF

YACHTING AND ROWING:

A COMPLETE MANUAL OF THE

SCIENCE AND PRACTICE OF THE TWO PASTIMES.

BY HENRY CHADWICK,

AUTHOR OF "BEADLE'S DIME BOOK OF BASE-BALL," ETC., ETC.

NEW YORK

BEADLE AND COMPANY, PUBLISHERS,

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PREFACE.

THE rapid increase in popularity of Yachting in America, and consequent desire for information on the subject, has induced the publishers of the DIME SERIES OF HAND-BOOKS to add the present work to the list, and it will be found not only advantageous to the mere amateur, but also an instructive work for the yacht owner.

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CONTENTS.

BEADLE'S DIME

HAND-BOOK OF

YACHTING AND ROWING.

ON YACHTING.

WEBSTER defines the word "yacht" as meaning a "light, sea-going vessel, used only for pleasure-trips, racing, and the like," an occupation not warranting the respect elicited by the bravery, endurance, energy and enterprise called forth in the life of that class of men of the merchant marine who "go down to the sea in ships, and do their business on the great waters." Yet, nevertheless, yachting affords a field at times for most of these manly characteristics; witness the late grand race across the Atlantic, in midwinter, by the daring yachtsmen of America, a trial of skill in yachting which has done more in one month to bring the fraternity of America into good repute, than any event since the victory obtained by the little yacht *America* over the crack craft of the home of yachting in the Old World.

Sitting with a party of yachtsmen by the cozy fire in the reception-room of one of our most prominent American clubs last winter, the conversation turned on yachting, and this, of course, led to a discussion of yachting as it was and as it is "at home," and a brief description of the origin of yachting, gleaned from the source in question, is presented by way of an opening chapter on the subject.

Yachting in England can lay claim to a very respectable antiquity. It is recorded that one Phineas Pett, master shipwright to James I., built a yacht for Henry, Prince of Wales, in 1604. Pepys, in his Diary, gossips about the yacht in question, wherein he writes that, "This day (Sept. 14, 1661), before we had dined, came Sir R. Slingsby, and his lady, and a great deal of company, to take my wife and I out by barge, to show them the king's and duke's yachts."

The "Pett," above referred to, was esteemed the most skillful naval architect of the time. From this period the love of yachting kept pace with the growth of the nation, and now the pleasure-navy of Great Britain exceeds, both in numbers and tunnage, the whole royal navy existing at the time when Charles the Second and his brother engaged in the first race between yachts ever seen in England.

Captain Marryat, the great "marine novelist,"—as one of his admirers once called him—speaking of yachting, says that "of all amusements entered into by the nobility and gentry of our island, there is not one so manly, so exciting, so patriotic, or so national, as yacht-sailing." When these comments were made, the yachts of England numbered far less than they do now, the list for 1866 comprising some twelve hundred yachts, varying in size from the little *Alma* of three tuns, to the stately *Brilliant* of four hundred and twenty tuns. The flags of English yachts have waved in the breeze in nearly every quarter of the globe. The beauty of form and perfection of equipment of English yachts have long been the subject of general admiration; but their beauty is not their only merit, for the majority have proved themselves to be admirable sea-boats, some having made long and dangerous voyages, their owners, apparently, seeking for new seas to sail in, if not new worlds to conquer. The little *Pet*, of only eight tuns, circumnavigated Great Britain. The *Teazer*, of twenty-two tuns, made a successful voyage to the West Indies in 1852. The two cutters *Inca* and *Katinka*, of twenty-five tuns each, sailed for Australia in 1853, and reached their destination in safety. The *St. Ursula*, of one hundred and ninety tuns, made a voyage to New York and back in 1859, her home run occupying but twenty-one days. In 1860, the *Spray*, of thirty-three tuns, made the passage to Hobart Town, Australia, in one hundred and twelve days, and in 1865, the *Alerte*, of fifty-six tuns, made the passage to Australia in one hundred and three days. In fact, English yachtsmen have succeeded in circumnavigating the globe, in their little pleasure-vessels, the first to do so being Mr. Skeddon, in his yacht *Nancy Dawson*. Another daring yachtsman, Thomas B. Hanham, Esq., in his yacht *Themis*, of one hundred and forty tuns, started from England in the spring of 1864, on a cruise round Cape Horn, to

Valparaiso, Callao, Vancouver's Island, the South Sea Islands, and home by the Cape of Good Hope.

These instances serve to show how much may be done by very small yachts, when well built and skillfully handled. Before concluding our brief glance at this part of our subject, we may notice the voyages across the Atlantic by the American yachts *Charter Oak* and *Sylvie*, in 1853, the former being of twenty-three tuns only, the latter registering two hundred and five tuns. The *Sylvie's* time of sixteen and a half days from Halifax to Havre on the occasion was a remarkable trip. The race last December, between the *Henrietta*, *Vesta* and *Fleetwing*, is of such a recent date, that further reference in this chapter of our work is unnecessary.

The Yacht Clubs of England.

In order to get up regattas, and to diffuse and encourage a taste for yachting, yacht clubs have been founded in various parts of the world. Those in Great Britain have now increased to over thirty in number—the oldest being the Royal Cork, established in 1720, and the youngest the Albert, founded in 1864. In the latter year, these clubs gave nearly six thousand pounds, to be competed for at the various regattas. This sum was divided among ninety-two yachts, the largest amount, four hundred and fifteen pounds, being won by the *Vindex*, of forty-five tuns. In 1865, also, very handsome prizes were awarded—the Royal Thames Club alone giving nine hundred pounds—the largest amount, four hundred and eighty-five pounds, falling to the share of the *Niobe*, of forty tuns. The value won in cups and purses by some of the most successful yachts, in the course of their racing career, amounts to a very considerable sum. The *Clarence*, eighteen tuns, built on the Clyde, had won twenty-six prizes at the close of the racing season of 1836. The famous *Vision*, forty-five tuns, built in 1846, by Wanhill, of Poole, sailed in thirty-four matches, and won eighteen hundred pounds. The *Audax*, sixty-two tuns, built by Harvey, of Ipswich, in three years gained eight hundred and ninety-seven pounds. In a single year, 1863, the *Phryne*, built by Hatcher, of Southampton, won seven hundred and sixty pounds—the largest sum ever gained in one season by any yacht.

The Royal Yacht Club is the most aristocratic association of the kind in the world. It was founded in 1815, in the month and year of the Battle of Waterloo. It is the oldest yacht club in Great Britain, and the only one entitled to carry the white ensign of her majesty's fleet. Its original title was the Yacht Club, and it was not until 1833 that it became known as the Royal Yacht Squadron. The headquarters and club-house are at Cowes, Isle of Wight. To become a member of the club it is necessary to be the owner of a yacht of or above thirty tuns—a rule of exclusion not existing in any other yacht club. The entrance-money is twenty-two pounds, and the annual subscription eleven pounds. The Royal Thames Yacht Club, the largest club in the world, both in number of members and of yachts, was founded in 1823. It possesses a handsome club-house in Albemarle Street, London. The entrance-fee is fourteen pounds fourteen shillings, for yacht-owners, and twenty-one pounds for non-owners; while the annual subscription is three pounds three shillings in both cases. The Royal Thames owes its formation to a body of seceders from the "Coronation Sailing Society," who held themselves aggrieved by the decision of the majority of that society in awarding a cup, which had been sailed for on the Thames, in July, 1823, to a certain Captain Brocklebank, who had violated the sailing articles subscribed by the owners of all the boats sailing for the said cup. The first meeting of these gentlemen was, curiously and appropriately enough, held in the *Ship* Tavern, *Water* Lane, *Fleet* Street.

From this brief statement of yachting in England it will be at once seen how rapidly the taste for the sport has increased of late years, more than half of the present number of yacht clubs having been founded since 1840. Besides the clubs in England there are yacht associations in Russia, Holland, Belgium, France, Australia, Bermuda, Canada and in the United States, the increase in the popularity of yachting in this country within the past five years being especially noteworthy.

The Yacht Clubs of America.

The most prominent yacht club of the American continent is the New York Club. It was first organized in 1844, and is now in a more flourishing condition than ever before.

The officers of the club consist of a Commodore, Vice-Commodore, Rear Commodore, Secretary, Treasurer and Measurer. The commodore takes command of the squadron, assisted by the vice-commodore. The representative of each yacht is entitled to a vote in the club. Two black balls defeat an election for membership. The fees for the first year amount to forty dollars, and subsequently twenty-five dollars a year. The Secretary of the Navy and the commander of the Brooklyn Navy Yard are considered ex-officio honorary members of the club. Each member pays to the treasurer of the club on his election forty dollars, which includes his annual dues for the first year. Subsequently the annual dues are twenty-five dollars a year. The squadron is divided into two classes of vessels, schooners and sloops. The first commodore of the New York Yacht Squadron was John C. Stevens, who made American yachting famous the world over, while owning the yacht *America*. John Jay owned the yacht *La Coquille* when the club was formed in 1844, and his vessel was one of the first to join the squadron. The first sea-race of the club was sailed in 1858, the yachts *Zinga*, *Madgie*, *Rebecca*, *Ann*, *Manersing* and *Narragansett* participating in the race. The *Rebecca* won the race. The club-house is situated in the Elysian fields, at Hoboken, in a very pleasant location. The rooms of the club are fitted with models and paintings of the fastest and most celebrated yachts, and a great number of rare and valuable curiosities. The squadron consists of twenty-nine schooners, eleven sloop yachts, and one steamer. The largest yacht in the squadron is the schooner *L'Hirondelle*, two hundred and sixty-two tuns, owned by S. Dexter Bradford, a wealthy dry goods dealer, doing business in Worth street, in this city. The smallest yacht is the sloop *Annie* of twenty-six tuns, owned by Mr. John Heard, of Ipswich, Massachusetts. The *L'Hirondelle* beat the *Vesta* in a match race on the 31st of October, 1866, in a race from the Light ship off Sandy Hook, running twenty miles to windward. The race was for a piece of plate. The *L'Hirondelle* is the most magnificently furnished yacht in the squadron. The *Henrietta* is now world-famous. She is a schooner yacht of two hundred and five tons burden, built in 1861, and owned by James Gordon Bennett, jr. He formerly owned the

Rebecca, a very fast yacht. Mr. Bennett has sailed in a number of races in his yacht, and has the reputation of keeping the best crew in the squadron. The *Vesta* is another famous yacht, two hundred and one tuns burden, owned by Peter Lorillard, the tobacconist. The *Vesta* came out of the great international race second best. The *Restless* is a schooner of about ninety-six tuns, owned by W. R. Travers, the broker. The *Fleetwing* is one of the most beautifully modeled and fastest yachts in the squadron, owned by George A. Osgood, a Wall street broker. The *Fleetwing*, in the ocean-race, lost by an unfortunate accident several of her crew. She is two hundred and six tuns burden. The schooner *N. B. Palmer*, one hundred and ninety-four tuns, is owned by Captain R. B. Loper, of Philadelphia, a veteran sailor. The *Palmer* sailed a race with the *Henrietta* for five hundred dollars on the 16th of October, 1865, from the Light-ship, off Sandy Hook, to Cape May and back, and was beaten by the *Henrietta*. The *Josephine*, a schooner yacht of one hundred and forty-three tuns, was owned by the late Daniel Devlin. This yacht was beaten in a race of twenty miles by the *Magic*, owned by Commodore McVicker. The race was from Sandy Hook fifteen miles to windward and back. It took place on the 19th of June, 1865, for a purse of one thousand dollars. The *Rambler* is a very fast schooner yacht of one hundred and sixty-four tuns, owned jointly by H. S. Fearing, young Francis Skiddy, and S. Sandy, all of New York. The *Haze* is a schooner yacht, ninety-one tuns, owned by John E. Devlin. The *Phantom* is a schooner yacht owned by Henry S. Stebbins, and the *Halcyon*, a schooner yacht of one hundred and thirty tuns, is owned by J. M. Hubbard, of Westchester Co. The *Halcyon* sailed a race for a piece of plate on the 23d of October, from Sand's Point Lighthouse, in the Sound, to New London and back, against the *Vesta*, the latter winning by fourteen minutes, allowing for the great difference in tunnage and measurement.

At the time of the issue of this work the officers of the club for the ensuing year had not been chosen.

THE UNION CLUB, of New York, was founded in January, 1864. Its inauguration was made under the most flattering auspices, but the club has not yet reached the point aimed at

when it was established. The club fleet has not yet exceeded a dozen yachts.

The following yachts form the fleet of the Union club: *Mist*, *Lillie*, *Katydid*, *Pauline* and *Iris*. The officers for 1866, were: Commodore, C. J. Ketchum; Vice-Commodore, J. James; Recording Secretary, J. A. Johnson; Treasurer, E. H. Lacombe; Corresponding Secretary, E. F. Carey. The club-rooms were at 177 Fifth avenue.

THE BROOKLYN YACHT CLUB is next on the list to the New York Club. The officers of the Brooklyn Yacht Club, for the year 1867, are: Commodore, Geo. W. Kidd; Vice-Commodore, Theo. Peters; President, E. Underhill; Secretary, William T. Lee; Treasurer, C. M. Felt; Assistant Secretary, G. C. Wood; Measurer, John M. Sawyer.

The names of the yachts belonging to the club, their tunnage, and names of their owners, are as follows:

FIRST CLASS SCHOONERS.

Names.	*Dimensions.*	*Owners.*
Alice	70 tuns	Com. G. W. Kidd.
Mystic	50 tuns	James Troy.
Startled Fawn	38 tuns	—— ——
Comfort	25 tuns	J. Dimond.

SECOND CLASS SCHOONERS.

Foam. Mariguita.

FIRST CLASS SLOOPS.

Psyche	23 tuns	Jenny Cable	18 tuns
Emma T.	18 tuns	Modesty	20 tuns
Falcon	17 tuns	Musqueteed	24 tuns
Pauline	15 tuns	Isaac Walton	25 tuns
Lena	16 tuns	Mary	16 tuns
Restless	23 tuns	Fanny	30 tuns
Carlton			20 tuns

SECOND CLASS SLOOPS.

Twilight.	Nancy.
Carrie.	Josephine.
Dexter.	Contest.
Nellie.	Echo.
Apollo.	Madge.
Whistler.	Emma.
Una.	Aquatia.
	Hornet.

Several additions to the above list are being built, among them the *Calypso* of two hundred tuns, and a schooner of one hundred tuns. Indeed, the anticipation is that the coming season will be one of the most successful in the annals of the club. The annual regatta of the club takes place in June.

and is always one of the pleasurable events of the season.

THE ATLANTIC CLUB—a branch from the Brooklyn—is another flourishing yachting association.

The officers of the club are as follows: Commodore, T. C. Lyman; Vice-Commodore, W. M. Brasher; Secretary, C. C. Lippitt; Treasurer, J. R. Maxwell; Measurer, Edward Harvey.

The following is the club list of yachts and their owners:

SLOOPS—FIRST CLASS.

Names	*Owners.*
Annie Laurie	C. P. Low
Lois	Commodore Lyman.
Black Hawk	J. H. Maxwell
Frolic.	C. J. Lippett.
Dolphin	T. W. Sheridan
Lizzie	W. H. Langley
White Wing	T. Homans.
Psyche	F. B. Taylor.
Alarm	T. Sheridan,

SLOOPS—SECOND CLASS.

Agnes	E. Harvey.
Martha	Vice-Commodore Brasher.
Alida	P. Brasher.
Hector	W. Peet.
Amelia	H. A. Gouge.
Imp	N. W. Hubbell, jr.
Homeless	S. Homans.
Loirne	S. F. Speir.
Tip-Top	J. Travers.
Mist	A. A. Willitts.

The list will be enlarged before the close of the season, a new twenty-five tun yacht being nearly ready for the club regatta in June.

THE HOBOKEN YACHT CLUB was organized in September, 1865, and now includes the following list of yachts on its books:

Names	*Dimensions.*	*Owners.*
Glance	25 tuns	J. Gillett.
Ida	18 tuns	J. B. Rolston.
Cornelia	15 tuns	Conrad Fox.
Broadbal	15 tuns	— Renwick.
Nellie	15 tuns	S. Griswold.
Carrie	7 tuns	V. Vuillaume.
Cuba	7 tuns	Wm. S. Dow.
Geneva	10 tuns	R. Dumartheray.

The following are the officers of the Hoboken Yacht Club: Commodore, Victor Vuillaume; Vice-Commodore, Simeon Griswold; Recording Secretary, Eugene Marcile

Corresponding Secretary, F. Klenen; Treasurer, George L. Clark; Measurer, E. M. Cook.

THE JERSEY CITY YACHT CLUB was founded in July, 1858. This club has a convenient house near the Central Railroad pier, Jersey City, fronting on the bay, and is in a very prosperous condition. A scrub regatta takes place in May each year, and the annual regatta in June. The yachts of this club are as follows:

Names	*Dimensions*	*Owners*
Salus	34 feet	H. C. Walten.
Virginia	33 feet	S. P. Hill.
Severn	33 feet	A. D. White.
Jennie	30 feet	S. W. Hill.
Lizzie	30 feet	— Schoonmaker.
Lotus	28 feet	W. & F. Janeway.
Psyche	28 feet	P. Miller.
Nameless	28 feet	S. Hemance.
Torvy	23 feet	W. Woodroff.
Walten	23 feet	H. C. Walten.
Comet	19 feet	S. C. Ketchum.
Sunnyside	20 feet	J. R. McComb, jr.
Sea Bird	17 feet	Reynolds & Jahm.
Gazelle	18 feet	W. F. Clerk.
A. Clerk	17 feet	A. Clerk.
Lizzie Smith	18 feet	George Smith.
Jessie	17 feet	— Murray.
Neptune	17 feet	H. Teasey.
White Wing	42 feet	S. Hemance.
Zephyr	17 feet	C. A. Smith.
Who'd-a-tho't-it	18 feet	J. Raylar.
A. Sanders	17 feet	— Van Duser.
J. Wells	17 feet	— Wells.
Alice	24 feet	J. Jardine.
Pauline	28 feet	J. G. Hill,
Van Duser	17 feet	D. Berrian.
P. H. Zabriskie	32 feet	R. A. Wood.

The officers of the club are: I. G. Hill, Commodore; J. T. Schoonmaker, Vice-Commodore; Treasurer, A. B. Reynolds; Secretary, Wm. Clarke, jr.; Measurer, S. P. Hill.

THE IONE CLUB, of New York was founded in September of 1865, with a list of yachts including the *Ione*, *Flint*, *Uncle Ben*, *Slipper*, *Twilight*, *Laura*, *Lurline* and *Saidy*. The officers for 1866 were: Commodore, W. H. Cornet, Vice, G. W. Osborne; Recording Secretary, J. D. Malone; Treasurer, W. E. Winaur; their club-rooms being located at Fifty second Street and Eleventh Avenue.

Other Yacht Clubs.

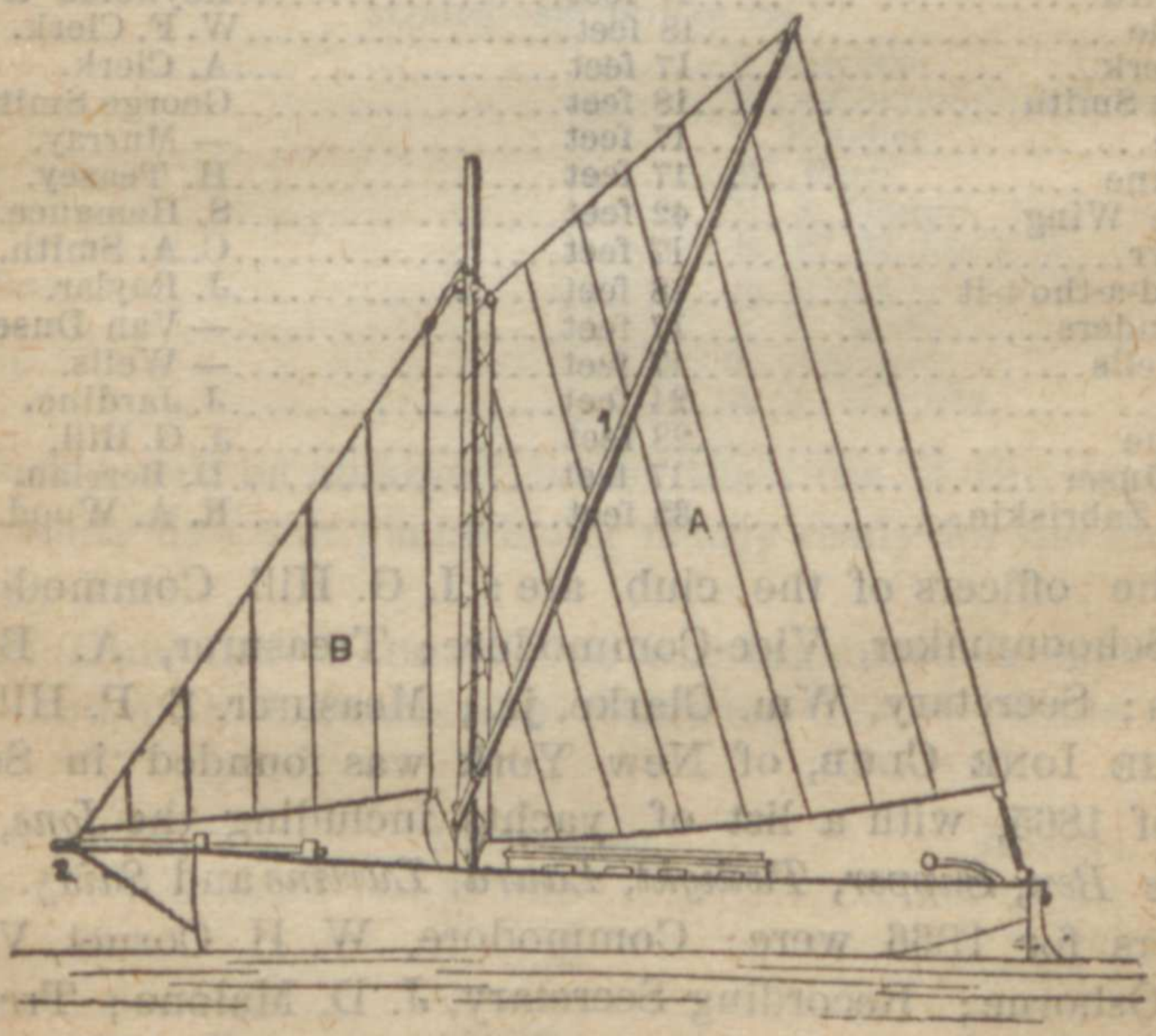
THE BOSTON YACHT CLUB was established in December of 1866, and the present season will be its first. The programme

will include several very interesting aquatic events, the recent eclat attendant upon the Ocean Yacht Race having giving an impetus to the sport in New England as well as in the middle States. The Boston Club will include all the principal yachtsmen of New England this year. The Boston yacht *Alice*, owned by Mr. J. D. Appleton, distinguished its history by crossing the Atlantic in nineteen days of July, 1866.

Learning to Sail a Boat.

There is no art so difficult to be learned by a book as that of sailing a boat. All that can be taught by any work on the subject is the general principles of sailing, and the names of the parts of vessels, their rigging, etc. Long practice is requisite, more in fact than is necessary in any other out-door sport.

The best style of boat for a beginner to learn in is one rigged as follows:



Say from twelve to fifteen feet long, four to five feet wide, with a *mainsail*, A, and a *foresail*, B, one mast, a *spleet*, 1, and a *bumpkin*, or short iron bowsprit, 2. The mast will have one *shroud* on each side, and a *forestay* to the stem, each set up by *lanyards*. The mainsail will be hoisted by a *main halyard*

passing through a hole or over a *sheave* in the mast, and it is a very good plan to have this hole or sheave *above* the shrouds, as also the hole for the fore-halyards, one hole being above the other. The *spleet* fits into an *eye* at the peak of the mainsail, and into a *becket* or *snotter* round the mast; and large boats have a rope to hoist and keep up the snotter. In small boats, the snotter, when wetted, sticks tight enough to the mast. The *mainsheet* works on a *horse* at the stern. The fore-halyards pass through a hole in the masthead, and the foresail is laced to the forestay. The *foresheets* lead through holes in the knees. To set the sails, hoist the mainsail by the main-halyards *chock up*, as far as it will go, and then *belay* the main-halyards to one of the *cleats;* then catch hold of the peak of the mainsail and double the mainsail round forward of the mast; then put the upper end of the spleet into the eye, and shove the spleet up. To do this properly, requires practice; in large boats there is a lashing to keep the eye from blowing off the end of the spleet, and the learner may put a lashing if he likes. Then put the lower end of the spleet into the snotter, and hoist the latter up the mast until the mainsail begins to wrinkle from the tack to the peak; then haul the mainsheet taut, and belay it until you are ready to start. The foresail is usually wrapped round the forestay; "untoggle" the sheets and unwrap the foresail, then toggle on the sheets again, sleep the tiller, and the boat will be ready.

The beginner will, of course, have some one with him, and must at first confine himself to *working the foresheets* and to steering a little; he will thus learn the principles on which a boat *tacks* or is *put about*, how to *jibe* safely, how to *reef* the mainsail and the foresail and how to fit a *reefed snotter*, how to *stow the sails* and *moor the boat*, and how to *pick up moorings* and *come alongside*. Sailing-boats are usually made fast by a chain to a stone under water; when the boat gets *under way*, the chain is let go, and is picked up again by a rope, one end of which is made fast to the chain, the other to a piece of wood or small cask called a *buoy*. To pick up this buoy again, sometimes the sails are lowered and the boat runs at it, but usually the boat is taken to leeward, and at the proper distance is *luffed up*, so as to come head to wind, and stop as nearly as may be over the buoy; and to do this with certainty

requires much practice. The beginner should go where he has plenty of room, taking out a buoy or piece of wood, and practice picking that up till he can measure his distance pretty accurately. To do this, however, and in fact to sail a boat at all, a clear understanding of the principles of sailing is of great assistance. Every body can understand how a boat can sail *before the wind*—a box for a boat, with a coat or an umbrella for a sail, can do that; but to sail with the wind on the side, or to make way against the wind, is far more difficult; in fact, persons not accustomed to it often doubt the possibility of doing so. In explaining this, we will consider the sails as quite flat, for the nearer they can be brought to flatness the better, and wherever they are not flat, there is a loss. Supposing the sails, then, to be flat, and the wind to strike them, part of the force is lost (as will be understood on mechanical principles), part of it presses against the flat surface of the sail, and perpendicularly to it. This, then, tends partly to drive the boat *ahead*, partly to drive the boat bodily to *leeward*, and if the boat was a box or tub, she would go in a direction between the two; but as boats are usually constructed, they are sharp at the fore-end, and the surface opposed in that direction is not more than one-seventh of the surface which the nearly flat side opposes—hence the boat is driven easily ahead, but only a little or not at all, to leeward, and boats are constructed so as to oppose as little resistance ahead and as much on the side as possible. Any boat will sail with the wind *on the quarter—i. e.*, blowing in any direction between the stern and the broadside; but only good boats will sail with the wind *on the bow* or *before the beam*, and then not when the wind is more than *four points* before the beam, reckoning by the thirty-two points of the compass, and to do that, the sails must be well set, and the boat pretty good. To explain how this is effected, let us suppose a boat with her head pointing exactly towards the wind, then her sails will only flap about and tend to drive her astern. Now, suppose her bow gradually turned away from the wind; if the sails are hauled pretty flat, after a time, usually when her bow is four points or the eighth of a circle off for the wind, the sails will fill with the wind, and, on the principles already explained, she will move ahead. And

it is obvious that, after having gone some distance in this direction, she may be put about and go at a similar angle to the wind in the other direction, and will thus have advanced against the wind, or towards the quarter from which the wind is blowing. This is called *tacking* or *turning to windward*, and to do this well is the greatest proof of a good boat or of good sailing. In *sailing to windward*, the sails are trimmed or hauled aft to an angle which varies for each boat, and must be found by experience; they should be kept just full of wind—if empty, they are doing no good, or even harm; if too full, the boat is *off her course*, and not doing her best to windward. A rough rule is to keep the flag or vane just over the mainsail. Boats ought always to carry a *weather helm—i. e.*, the bow should have a tendency to turn toward the wind. Putting weight in the bow, makes the weather-helm stronger; putting it in the stern, or increasing the head-sails, has the reverse effect. When the wind is on the *starboard* or right-hand side of the vessel, she is said to be on the *starboard tack;* when the wind is on the *port*, *larboard*, or left side she is said to be on the *port tack*, and when vessels meet, that which is on the starboard tack either keeps straight or luffs, that which is on the port tack gives way and passes to leeward.

Whilst the beginner is trying to learn the principles and practice of sailing, he should give some sailor a "greenback" to teach him properly and quietly, on one or two rainy afternoons, how to *knot* and *splice*. He should learn a *short splice*, *long splice*, an *eye splice*, how to *turn in a block*, how to *ss a seizing*, and how to *whip* the end of a rope; all which ust be shown, and will take a long time to learn. Also *two lf-hitches* and a *clove-hitch*, to make his boat fast with, a *ef-knot* (avoiding a *granny-knot*), a *fisherman's bend*, to bend he cable to the anchor with, and a *sheep-shank*, to shorten a ope with. A *bowline-knot* is more difficult, and is made as ollows: Take part of a rope in your left hand, the end n your right hand; lay the end over the part in your left hand, and with the left hand make a loop of that part over the end, crossing the loop. Take the end then under the lower part of the loop, and draw tight. This will make a circle or loop of rope, and the knot will never slip. Besides this,

the beginner should watch a boat whilst she is being fitted out, for unless he learns to refit every part of the rigging, in case of any thing breaking, he is not fit to go out alone.

On Steering.

The yachtsman should never neglect any opportunity that presents itself, by day or by night, of making himself a thoroughly good steersman. Many people think that this is a task of easy achievement, to be learned by any one in a short time. But there can not be a greater mistake. To be a first-rate helmsman, especially in match-sailing, requires the eye of a hawk, the coolness of a criminal lawyer, and the watchfulness of a police detective. In the first place, the steersman must know his vessel, and be familiar with her peculiarities on every point of sailing. Different yachts demand different modes of handling; and as a skillful rider gives and takes, studying and humoring the temper of his mettlesome steed, so an accomplished steersman will humor his swift vessel, getting the utmost possible speed out of her, and yet, at the same time, keeping her thoroughly under control. The helmsman should always stand to windward of the tiller, as in this position he will be better able to see the trim of his canvas and the direction of his course. He will, also, have more command over the vessel. A short, bluff-bowed, beamy yacht, will require different steering from a long, sharp, narrow clipper; the former will quickly answer to the motion of the helm, while the latter will be longer in feeling its influence. It is generally understood that when the rudder is placed at an angle of from 35° to 40° with the line of the keel, it is in the position to produce the greatest effect with the least diminution in the speed of the vessel; but it must also be borne in mind, that the nearer it is to a right angle the more it tends to diminish speed, and the less effective it is in turning the vessel. It should never be forgotten that, provided you produce the desired effect upon a vessel's course, the less helm you can give her the better. A good steersman, and a rider with a fine bridle-hand, will scarcely seem to touch the tiller or the reins, yet they are the men to get the utmost speed out of horse and yacht—not your coarse, rough-handed fellows, who jam a tiller down as

if they would start it from the rudder-head, or haul at a horse's mouth as if they would break his jaw. A yacht in perfect trim ought not to require much helm. If she does, it is a sign that there is something defective either in the balance of the sails, the adjustment of the ballast, or the form of the hull as regards the draught of water forward. In beating to windward, the sails should be kept constantly full, and yet the vessel should be sailed as near the wind as she can go. Every stronger puff than usual should be taken advantage of to eat as far into the wind for the moment as practicable; and in coming about, the yacht should be given the full benefit of her run up into the wind's eye in stays, and no time should be lost in getting life into her on the other tack. A yacht is most difficult to steer when she has the wind well abaft the beam, or dead aft, especially if there is a heavy quarterly or following sea. This requires the nicest exercise of skill and judgment. The yacht will have a tendency to yew about wildly, alternately coming up in the wind and then falling off again; and if these movements be not promptly met and counteracted by the helmsman—if he loses his presence of mind, or does not keep a sharp look-out—a gybe will be the probable consequence, which may carry away the boom or gaff, or even take the mast out of the vessel. It is of the utmost importance at all times, and especially with a fresh breeze blowing, that the steersman should concentrate his attention exclusively on the management of the yacht, watching every variation in her course, and every change in the force and direction of the wind. He will thus only be enabled to make the most of his vessel, and he will find both occupation and pleasure in doing so.

We can not more appropriately close our remarks on steering, than by quoting the following animated description, by a clever writer on yachting, of the pleasure of working a swift vessel: "I do not know any thing more glorious or exciting than to stand at the tiller of a noble yacht, with a slashing breeze making her leap through the seas; the spoon-drift flying out from her lee-side in showers of flaky foam, feeling one's self the master of her every motion, and she like a thing of life answering every thought of the brain and every movement of the hand; topping the white-crested waves lik

a bird, gliding swiftly down the hollows, nipping now and again little foam-wreaths over her snowy deck, and anon, cleaving through a giant billow, scattering rainbows of sea-froth like pearls and rubies and sapphires around her; agreeable companions on the quarter-deck; a stalwart crew forward; a full bread-locker, a brimming beef-cask, and the grog-tub damp, with a pleasant port and kindly friends looming at the end of the bowsprit."

The following are the rules of the Brooklyn Yacht Club for

Regattas and Races.

SEC. 1. In each season there shall be one or more regattas or races given by the club.

At any monthly or special meeting, called for that purpose, the time of such regatta shall be selected, and a Regatta Committee appointed, whose duty it shall be to appoint judges, select the sailing-ground, provide prizes, which, however, may not be money, and direct all matters connected with the regatta.

SEC. 2. No yacht shall enter for a regatta unless all dues and assessments, owing by any member or members owning such yacht, shall have been paid.

SEC. 3. Every yacht entering for a regatta, with its spars and sails, must be *bona fide* the property of the member or members entering it, and have been enrolled in the yacht squadron at least one week prior thereto.

SEC. 4. Yachts must be entered for a regatta at a special meeting called for that purpose, at least forty-eight hours before the time of starting. Such entry must be made in writing, and filed with the Secretary.

SEC. 5. Yachts entering any regatta to be sailed by length, are required to be measured twenty-four hours before starting. All yachts to be measured from the longest part of the stem, to the longest part of the stern.

Yachts entering any regatta where measurement of sails is decided upon, are required to be measured twenty-four hours before starting, and no change may be made in the dimensions of sails, between the time of measurement and the ending of the regatta, except by reefing; and no sail shall be set during a race, except such as shall have been duly measured.

SEC. 6. The allowance of time for yachts, when measured

by length, shall be two minutes a foot, and when measured by canvas, shall be one second and a quarter for each square foot.

SEC. 7. Yachts, during the regatta, must keep their bowsprits down and in their proper place, and the tack of the jib fast. After the start, no throwing out, or taking in, or booming out of ballast shall be allowed. Each yacht must bring back the same persons with which it started. All ceilings, seats and fixtures, must be kept on board and in their places during the regatta.

SEC. 8. Nothing but the hand-lead and line may be used in sounding.

SEC. 9. A yacht touching any boat, buoy, or flag, used to mark out the course, shall forfeit all claim to the prize, except as specified in the fourth section of the next chapter.

SEC. 10. No anchoring will be allowed during a race; and no means allowed to propel a yacht except sails.

SEC. 11. A competent person shall be placed by the Regatta Committee on board of each stake-boat, to make observations; and, in the event of any information being required, he may be examined, by the judges, for that purpose.

SEC. 12. Any violations of these rules, or of the sailing regulations of the club, shall be reported to the judges immediately after the regatta, and, if required by the judges, be reduced to writing.

SEC. 13. The judges, if in their discretion the charges shall not be frivolous, shall appoint an early day for hearing them; and, upon such hearing, may examine such witnesses as shall be produced before them. Only one person from each yacht affected by the decision, shall appear before them.

SEC. 14. A prize shall be awarded to no yacht which shall have broken any of the rules of the regatta or the sailing regulations. Nor shall a prize be due to any class, except the distance shall have been performed by the winning boat of its class in six hours.

If not performed in that time by the winning boat of any class, the regatta shall be repeated at a time to be appointed by the Regatta Committee.

SEC. 15. No yacht may be sailed in any regatta or race except a member of the Club shall be on board.

Sailing Regulations.

SEC. 1. Yachts on the port tack must invariably give way to those on the starboard tack; and, in all cases where a doubt of the possibility of the yacht on the port tack weathering the one on the starboard tack shall exist, the yacht on the port tack shall give way. If the other yacht keep her course and run into her, the owner of the yacht on the port tack shall be compelled to pay all damages, and, if in a regatta or race, forfeit all claim to the prize.

SEC. 2. Any yacht bearing away or altering her course to leeward, and thereby compelling another yacht to bear away to avoid a collision, shall forfeit all claim to the prize, except when two yachts are approaching a windward shore, buoy, or stake-boat together, with a free wind, and so close to each other that the weathermost can not bear away clear of the leewardmost, and by standing on further would be in danger of running ashore, or touching said buoy or stake-boat, such leewardmost yacht, on being requested to bear away, is immediately to comply, and will forfeit all claim to the prize by not so doing. The weathermost yacht must, however, in this case, bear away at the same time as the one she hails, if she can do so without coming in contact.

SEC. 3. When two yachts by the wind are approaching the shore, a buoy or stake-boat together, and so close that the leewardmost can not tack clear of the windwardmost, and by standing on further would be in danger of running ashore, or touching such buoy or stake-boat, such weathermost yacht, on being requested to put about, is immediately to comply, and will forfeit all claim to the prize by not so doing. The leewardmost yacht must, in this case, however, tack at the same moment as the one she hails, if she can do so without coming in contact.

SEC. 4. When rounding a mark, boat, or buoy, the yacht nearer thereto shall be considered the headmost boat, and should any other yacht that is in the regatta or race compel a yacht, nearer any mark, boat, or buoy, to touch the said mark, boat, or buoy, the yacht so compelling her shall forfeit all claim to the prize, and her owner shall pay for all damage that may occur thereby. The yacht so compelled to touch a mark, boat, or buoy, shall not suffer any penalty therefor.

SEC. 5. Yachts going free must invariably give way to those by the wind on either tack.

SEC. 6. During a regatta or race, under the auspices of the Club, all yachts not entered must invariably give way to those sailing in such regatta or race, without regard to the previous rules. Disobedience of this rule may be prosecuted under Article XI. Sec. 5 of Constitution.

SEC. 7. All violations of these rules shall be reported to the Ciub, and may be punished by the Club in its discretion.

Glossary of Nautical Terms.

AFT, ABAFT—Toward the stern of a vessel; the reverse of *fore*, which see. An object is said to be right aft, or dead aft, when it is astern of the vessel in the direct line of her keel.

AFTER-SAILS—In a cutter-yacht, the mainsail and gaff-topsail.

A-LEE—The position of the helm when the tiller is put down to a vessel's lee-side, or side away from the wind, as it is in the act of tacking.

AMIDSHIPS—In the middle of a vessel. To put the helm amidships, is to put it in a line with the keel.

ATHWART—Across.

AVAST—to stop.

A-WEATHER—The position of the helm when the tiller is put up, or in the direction from which the wind blows. It is the opposite to *A-lee*.

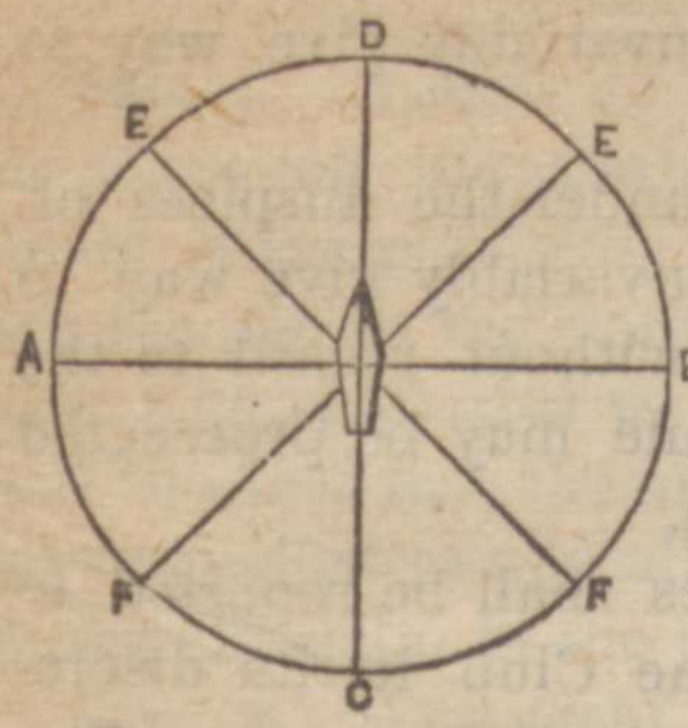
BACK-STAYS—Ropes extending from the masthead to the sides of a vessel, abaft the mast.

BALLAST—Material, such as iron, lead, or stone, placed in the bottom of a vessel to steady it.

BEAM—The width of a vessel at the widest part.

BEAM-ENDS—A vessel is said to be on her beam-ends when she is heeled over to such an extent that her beams, or strong cross timbers extending on one side of the vessel to those on the other, are in a vertical or nearly vertical position.

BEARING—The position of one object with reference to another, according to the points on the compass. Also, the situation or direction of any object, or of the wind, measured



from some part of the ship. These bearings are either *On the beam*, as the lines A and B; *Before the beam*, as the arcs AD and DB; *Abaft the beam*, as the arcs AC and CB; *On the lee or weather bow*, as the lines E, E; *On the lee or weather quarter*, as the lines F, F; *Ahead*, as the line D; or *Astern*, as the line C.

BEATING TO WINDWARD—Sailing against the direction of the wind by means of alternate tacks. *Working to windward*, and *Turning to windward*, are synonymous terms.

BELAY—To make fast a rope to a cleat or belaying-pin without hitching it. *Belaying-pins* are wooden or iron pins fixed in different parts of a vessel for belaying ropes to.

BEND—To make fast. To bend the sails is to fasten them to their proper booms, yards, or stays.

BITTS—Strong upright pieces of timber let down through a vessel's deck and bolted securely to the beams. Yachts have these on each side of the heel of the bowsprit, and before, and sometimes also abaft, the mast for making fast the throat and peak halyards, etc.

BOARD—The distance a vessel goes upon any one tack when beating to windward. *To make a good board*, is to sail a long distance on one stretch when close-hauled. *To make short boards*, is to tack frequently.

BULWARKS—The boarding round the sides of a vessel above the deck side of the stanchions.

BUNTING—The material of flags.

BUOY—A floating mark.

CAPSTAN—A machine around which the cable is wound.

CARVEL-BUILT—A yacht is said to be carvel-built when her planks are all flush and smooth, their edges being fayed or brought close together, and not overlapping as in clench or clinker-built vessels.

CATHEAD—A piece of wood projecting over the bow of a vessel to assist in lowering the anchor.

CAULK—To drive oakum into the seams between a vessel's planks, in order to render them water-tight; when well performed, it serves as an additional binding to the vessel.

CEILING—The inside planking of a vessel.

CLEATS—Small wooden or iron pieces used for fastening ropes to.

CLINCHER-BUILT, OR CLINKER-BUILT—In this mode of building the planks overlap each other, forming projections on the vessel's bottom.

COMBINGS—The raised sides of the hatchways.

CLOSE-HAULED—A vessel is said to be close-hauled when she is on a wind, and has the sheets hauled in, and the sails set as flat as possible.

COCKPIT—Most yachts under fifteen or twenty tons have a cockpit, or open space below the level of the deck, abaft the cabin, for the convenience of steering and sitting in. In bad weather it is sometimes covered in by movable hatches.

COMPANION—A raised hatch or cover to a vessel's cabin-entrance.

COMPANION-WAY, OR COMPANION-LADDER—The staircase leading to the cabin.

CRINGLE—A short piece of rope with each end spliced into the bolt-rope—or rope sewn round the edges, of a sail—generally containing an iron ring or thimble.

DAVITS—Iron rods for projecting the small boat over the vessel's side.

DRAUGHT—The depth of water which a vessel displaces when she is afloat. A vessel which draws but little water is said to have an easy or a light draught.

EARING—A rope attached to the after-leech-thimble of a sail for bending a sail to the boom-end, or for reefing purposes.

EYE—A loop in the end of a rope or stay.

FENDERS—Pieces of rope or wood to ward off pressure from the side.

FORE-AND-AFT—In the line of the vessel's length. It is opposed to *athwart-ships*. A fore-and-aft rigged vessel has no square sails, all her sails being set upon booms, gaffs, or stays, lengthways of the vessel.

FORECASTLE—Often called in yachts the *Galley*—is a small cabin before the mast in the bows of the vessel where the crew are berthed.

FORE-REACH—To shoot ahead when sailing on a wind.

Thus one vessel is said to fore-reach on another when she is sailing faster on a wind.

FOUL-ANCHOR—When it has a turn of the cable round it.

FULL-AND-BY—To keep a vessel close to the wind, yet with all her sails full and drawing.

GANGWAY—The open part of a vessel's bulwarks for passing out.

GAMMON-IRON—An iron hoop or ring made fast on one side of a vessel's stem, through which her bowsprit is run out.

GARBOARD-STRAKE—This is the strake or planking of a vessel next to the keel. Its edge is let into a groove or channel in the side of the keel called the *Rabbet of the keel.*

GASKETS—Pieces of rope used to tie round the sail and yard when the sails are furled.

GAUGE, GAGE—When one vessel is to windward of another, she is said to have the weather-gage, if to leeward, the lee-gage.

GRAPNEL—A small anchor.

GROUND-TACKLE—A general name for the anchors, cables, wraps, etc., used for anchoring, kedging, or mooring vessels.

GUY—A rope attached to a spar or boom, or any other object, in order to steady it or sway it either way in lowering or hoisting.

GYBE—To shift the boom of a fore-and-aft sail from one side of a vessel to the other when sailing off the wind. If a gybe takes place suddenly from a shift of wind or bad steering, it may be productive of very serious damage. This risk may be, to some extent, provided against by using a boom-guy.

HALYARDS, OR HALLIARDS—Ropes or tackles used for hoisting and lowering sails.

HARD-A-LEE, HARD-A-WEATHER, HARD-A-PORT, AND HARD-A-STARBOARD, are phrases used to denote the tiller being put close to the lee, weather, port, or starboard sides of the vessel.

HATCHES—The coverings of the hatchway.

HATCHWAY—The opening in a yacht's deck leading to the cabin, forecastle, or sail-room.

HAWSER—A large rope for towing.

HEAD-SAILS—In a cutter-yacht the foresail and jib.

HELM—The steering apparatus.

HEAVE-TO—To haul the foresail to windward so that the vessel makes scarcely any headway. A cutter-yacht in bad

weather is generally hove-to under her trysail and storm-jib, with the bowsprit slung.

HITCH—A species of knot used for making fast a rope, or for uniting two ropes together.

INSTAYS—The time between the letting fly of the jib-sheet and the drawing of the foresail.

JAWS—Pieces of wood fixed upon the inner ends of booms or gaffs, forming a semicircle enclosing the after-part of the mast. The *Jaw-rope* is a rope passing from the points or horns of the gaff to prevent it from slipping off the mast.

JIB-BOOM—A spar projecting beyond the bowsprit.

JURY-MAST—A temporary mast.

KNOT—A nautical mile. There are sixty nautical miles in one degree of latitude; while there are sixty-nine English statute miles and one hundred and forty yards within the same limits.

LEAD—The name given to a conical piece of lead with a line, called the lead-line, attached to its upper extremity. There is the *Hand-lead*, and there is the *Deep-sea-lead*, used for sounding at great depths. We only notice the former as sufficient for yachting purposes The proper way to mark a line attached to a *hand-lead* is black leather at two or three fathoms; white rag at five; red rag at seven; white strip of leather with a hole in it at ten; and thirteen, fifteen and seventeen, marked like three, five and seven; two knots at twenty; three at thirty; and four at forty, with single pieces of cord at twenty-five and thirty-five.

LOG-BOOK—A journal kept on board a vessel recording the working of the ship, winds, weather, distances, etc.

LOG-LINE—A line from seventy to eighty fathoms long, with a piece of leaded board in the shape of a quadrant, called the Log-ship, attached. It is wound upon a reel, and used to ascertain the rate at which the vessel is sailing. There is a far superior apparatus for the purpose, called Massey's Patent Log, which is now in very general use.

LUFF—To bring a vessel nearer the wind by putting the helm down; also the fore-leech (or edge) of sails.

LURCH—A rail on one side.

MARLING-SPIKE—A pointed iron pin used to separate the strands of ropes in splicing them.

MARTINGALE—A short upright spar, under the bowsprit.

MISS-STAYS—A vessel is said to miss stays if, when the helm is put down, she fails to come about on the other tack.

OAKUM—Old rope picked to pieces.

PENDANT—A long narrow flag at the masthead.

PORT—The left side of a vessel looking towards the bow. To *Port-the-helm*, is to put the tiller over to the port side. A vessel is said to be on the *Port-tack* when she carries her boom over the starboard quarter.

QUARTER—That part of a vessel's sides extending from the mainchains to the stern.

QUARTER-DECK—The part of the deck between the quarters.

REEF—To reduce the dimensions of a sail by tying up the reef-points upon its foot, if a fore-and-aft sail; upon its head if a square sail. A *reef* is that part of a sail which is comprehended between the foot or head and the first reef-band or row of reef points, or between any two reef-bands.

ROWLOCKS—Rests for the oars of a boat to work in. These may be cut out in the gunwale of the boat, or between two pins of wood or iron stuck into the gunwale, and termed thole-pins, or at the extremity of iron outriggers projecting beyond the gunwale.

SCUD—To run before the wind in a storm.

SCUDDING—Running before the wind without sail, or only a foresail, to keep a steerage way.

SHEAVE—The roller or wheel, of wood or metal, inserted in a hole called the *sheave-hole*, either in a block or spar, for a rope to run upon.

SHEER—The longitudinal curve of a vessel's topsides or upper works. It is also sometimes termed *Spring*.

SPLICING—Joining two ropes.

STARBOARD—The right side of a vessel looking forward

STAY—A rope used for supporting a mast. *To stay* is to tack, or go about; and, when in the act of tacking, a vessel is said to be *in stays*. A mast is said to be *stayed forward*, or to *rake aft*, according to its inclination forward or aft.

STAY-SAIL—A sail hoisted on a stay.

STEERAGE—The fore part of the ship beneath the deck; also, the effect of the rudder on the vessel's course.

STEEVE—A bowsprit is said to be steeved when it is elevated

above the horizontal. The *steeve* is the angle which it makes with the horizon.

STEM—The principal timber at the foremost extremity of a vessel to which the two sides or bows are united.

STERN-POST—The principal timber in a vessel's stern-frame. To it the rudder is hung and the transoms are bolted. The *stem* and *stern post* are the two extremes of a vessel's frame.

TACK—To put a vessel about, when beating to windward, by putting the helm a-lee, so that the action of the wind upon the sails changes what was before the lee-side into the weather-side. The *tack* of a mainsail is the corner nearest the jaws of the boom, or the goose-neck if the boom is fitted with one.

TAFFRAIL—The rail over the heads of the stem timbers, extending across the stem from one quarter stanchion to the other.

TAUT—Tight.

THIMBLE—An iron ring, having its rim concave on the outside, so that the end of a rope, the strop of a block, or the cringle of a sail, may be fitted snugly round it, in order to prevent a hook from chafing. Thimbles, as well as all the other iron-work used in yachts, ought to be galvanized.

THROAT—The butt end of the gaff which clasps the mast.

TILLER—A piece of wood or iron fitted into the head of a rudder which acts as a lever to turn the helm when steering.

TRANSOMS—Beams or timbers fixed across the stern-post of a ship, to strengthen the after-part.

TRIM—The most advantageous position of the ballast or cargo in a vessel. *To trim a sail* is to set it in the best and most effective way for forcing the vessel through the water.

TRYSAIL—A small sail of extra strong canvas with a short gaff and no boom, used by yachts in a gale of wind.

UNBEND—To untie the sails from the spars.

UNDER-WAY—A vessel is said to be under-way when she is moving through the water by the force of the wind acting on her sails.

UNMOOR—To cast off the fastenings which hold the vessel.

WAIST—The part between the quarter-deck and forecastle.

WAKE—The patch which a vessel makes behind her.

WEAR, OR VEER—To bring a vessel round upon the other tack, by turning her head away from the wind. Wearing

causes a loss of ground, and is consequently seldom practiced except when a vessel will not stay, or, when staying would be attended with danger.

WEATHER—To weather any object means to succeed in sailing to windward of it.

WEATHER-HELM—A vessel is said to carry a weather-helm when, owing to her tendency to gripe, or run up into the wind, the helm requires to be kept a little to windward in order to keep her on her course. She is said to carry a lee-helm when it is necessary to keep the helm a little a-lee, in order to prevent her head from falling off from the wind.

ON ROWING.

IT is often alleged that fondness for athletic exercises is apt to induce our youth to neglect objects of greater importance, and to waste upon the training of the body that time which might be more profitably applied to the cultivation of the mind. In some cases this may be true, but as a general rule it is not. The greatest philosophers of antiquity approved of gymnastic exercises; and the world's most distinguished men have been generally remarkable for their physical gifts as well as for their mental endowments. The vigor and courage of Socrates on the battle-field saved the lives of Xenophon and Alcibiades; and Plato, his most eminent disciple, while enlarging and enlightening his mind by a wide range of study, at the same time carefully strengthened and developed his body by a course of athletic exercises. Many other great men, too, might easily be mentioned, who were all distinguished for their strength and personal prowess, as well as for their military skill and political genius; and there can be little doubt that they owed much of their success and ascendency over the minds of their followers to their remarkable and carefully-cultivated physical qualifications. And—to come down to modern and more prosaic days—many a crack bat in the picked Eleven of Oxford and Cambridge has risen to eminence in after-life; and so have many of those who in youth enjoyed the proud distinction of being among the eight oarsmen selected to uphold the reputation of their university at the great aquatic contest on the Thames. A course of

training in manly exercises during the student's college career is of incalculable advantage both to mind and body. A fondness for such exercises, and an ambition to excel in them, is one of the surest preservatives against dissipation. For excellence in these amusements is utterly incompatible with sensual indulgence; and of none of them is this more true than of rowing. To be a first-rate oar in the light, swift, 'crank boats, that are now used for matches, imperatively demands early hours, moderate diet, regular and vigorous exercise; and can only be attained as the reward of much perseverance, toil, and self-denial. Yet, in spite of the difficulty of learning to be a really good oarsman in modern wager-boats, and in spite of the terrible strain upon the muscular energies inseparable from a closely-contested match, there is scarcely any sport which is now more popular. In England, and in this country too, rowing is rapidly increasing in popularity. The rivers and canals of Great Britain have tiny fleets of outriggers and flourishing clubs instituted for the promotion of regattas, at which the prowess of the best rowers, and the merits of the most skilfully-constructed boats, are annually tested. A stranger looking at one of these graceful and fragile crafts, which requires to be stepped into with caution, and which any awkwardness at once oversets, would scarcely believe that voyages of many hundred miles have actually been performed in some of them. In 1855, a couple of adventurous Cantabs rowed across England, by river and canal, in two outriggers from Cambridge to Chester; and in the *Cruise of the Undine*, published in 1854, we have a lively and amusing record of the voyage of an English pair-oar through France, Baden, Rhenish Bavaria, Prussia, and Belgium. The waters of the blue Moselle, the broad bosom of the Rhine, the majestic stream of the Danube, have all borne muscular specimens of young England, bent on enjoying themselves, and astonishing the natives.

There is scarcely a greater difference between the yachts of thirty or forty years ago and those now built, than between the rowing-boats used for racing to-day and those constructed previously to 1841. The first eight-oar brought to Cambridge, about forty years since, was thirty-eight feet long, five feet wide, and twenty-six inches deep; whereas the averag-

dimensions of an eight of the present day are sixty feet in length, twenty-six inches in width, and seven inches in depth. The greatest improvement in the build of racing-boats—which are now the lightest, fastest, and most scientifically constructed craft of their kind in the world—is due to the Claspers of Newcastle, who, in 1841, introduced outriggers, which effected quite a revolution in the rowing-world, and are now universally used for racing purposes. The iron outriggers projecting from the gunwales of these boats enable the rower to use a longer-handled oar, and to obtain greater power over the boat, than in the old method of construction, where the rowlock rose directly from the gunwale.

Outriggers are either sculler's boats, intended for one person only; pair-oars, for two persons; four oars; or eight oars. A sculler's wager-boat is about thirty feet in length, about twelve inches wide, and weighs about forty pounds. A pair-oar is from thirty-four to thirty-six feet long, and from seventeen to nineteen inches wide; a four-oar, from forty-two to forty-five feet long, and from twenty to twenty-two inches wide. These boats are most carefully and delicately built of mahogany or pine, the sides scarcely thicker than the edge of a half-crown, and the interior strengthened and bound together by transverse ribs of tough wood passing across the floor and up the sides. The fore and after parts are separated by water-tight partitions from where the rowers sit, and are covered in by thin wood, water-proof canvas, or oilskin, to keep out the wash of the water. From the care used in their construction, and the excellence of all the materials employed, these boats are very expensive. The oars used in an outrigger sculler's boat, which are pulled one in each hand, are shorter than ordinary oars, and are termed sculls. They generally overlap from four to six inches. When one oar only is used by the oarsman, it is termed an oar. Oars are generally from twelve feet four inches to twelve feet six inches in length, and sculls about ten feet two inches; and oars and sculls are divided into three parts, termed the handle, the loom, and the blade. They are usually formed of white pine. The handle of the oar is made round, so as to suit the grasp of the hand, but it should not be made too smooth, but rather as it comes from the rasp, as a much better hold can be got of such an oar than of one made

perfectly smooth. From the handle to a little outside the rowlock, most sculls and oars are square, with an oblong leather button nailed on the upper part of the side corresponding with the back part of the blade, and just where the rowlock comes—indeed butting against the inside of the thowle. Sculls and oars, however, made on the system of the Claspers of Newcastle, differ considerably from those above described in shape and fitting of the loom. In oars made on their principle, the loom is round and covered with leather, with a very peculiar button encircling three-quarters of this part of the oar, and projecting about two inches beyond it. The oars are numbered from the forepart of the boat—*bow* being No. 1, and so on to No. 8, or *stroke*. "Stroke" is always on the port or larboard side of the boat—that is, the left side looking forward—and the oars on his side are termed the stroke or larboard oars; those on the other side the bow or starboard ones. It may be stated generally, that, for match-pulling, men should not be under nine stone seven pounds, nor over twelve stone seven pounds. Those lighter than the former weight will probably be deficient in muscular strength, and those heavier than the latter are not likely to have sufficient power to compensate for their extra weight. It is usual to place the heaviest men in the centre of the boat, and the lightest weight at the bow-oar. In four-oars and eights, there is always a coxswain or steersman; and his part in training and watching the crew, and in a race, is a most important and difficult one. The art of keeping an eight-oar on a straight course is at least as troublesome to acquire as that of rowing gracefully and powerfully, and can only be mastered by constant practice and assiduous attention. Outriggers are steered by means of a piece of wood or metal, called the yoke, which slips on to the head of the rudder; and lines, termed yoke-lines, are attached to each extremity of this yoke. The coxswain should sit upright and well forward on his thwart, with his legs tucked under him, and his feet as far back as possible, in order to enable him to throw all his weight and power upon the lines when necessary. He should hold a yoke-line in each hand, taking a turn round the palm, and letting the end come out between the forefinger and thumb, where it should be tightly held The lines should always be

kept taut, so that any necessary pull may be promptly and effectively given. He will find himself constrained to bend forwards at each stroke given by the crew; but he should take care merely to yield to this impulse, and not to jerk violently backwards and forwards, which has only the effect of shaking the boat, without in the slightest degree aiding its progress. The great point in boat-racing is not only to get the utmost amount of propelling power out of each rower, but also to have the collective amount of power exercised by four or eight oars as regular, and as much under control, as if they were all wielded by a single pair of arms, and directed by a single mind. Every man should therefore row, so as not only to make the best possible use of his own strength, but also so as in no way to interfere with or impede the fullest exercise of the strength and skill of the rest of the crew. The strength of a thoroughly good crew should be exerted simultaneously, as if it were the effort of a single perfect piece of mechanism propelling the boat to the best advantage. But such a result, though gratifying and desirable, is by no means easy of attainment, and can only be arrived at by constant practice and careful training. The trainer and coxswain should be assiduous in their attention to the condition and performance of each individual composing the crew. No negligence or shirking should be allowed to pass unnoticed, and no fault in style should escape unchecked; while, at the same time, every thing should be done to keep up the spirits of the crew, acknowledging and praising any improvement in style, strength, and endurance.

When pulling in outrigger boats, the rower should place himself nearly in the center of the thwart, upon which the mat for sitting on should be firmly tied. He should sit well forward—almost on the after edge of the thwart—with his knees bent and about a foot apart, and his feet firmly placed against the stretcher, or movable footboard, with the heels close together, and toes turned out straight before him. Thus, he will sit square to his work, and will swing backward and forward exactly in the line of the boat. The stretcher should be adjusted to such a length that the oar will just clear the knees, and the strap attached to it should be buckled round the inside foot, on which the chief strain falls in feathering

the oar. The button of the oar should be kept just inside the thowle, and the outside hand should grasp the handle with the thumb above the oar, while the inside hand grasps the loom just where the rounded-off part joins the square, with the thumb beneath the oar. The position of the body should be upright, the back straight, the shoulders square, the elbows close to the sides, and the head very slightly bent forward. In making the stroke, the arms should be stretched forward as far as the stopper will allow the oar to go, the back being still kept straight. In the forward swing, the shoulders must necessarily be raised a little, but in coming back they must be dropped as low as possible. Every thing must be done by a straight, even swing of the body in a line with the stem and stern of the boat. There must be no raising of one shoulder higher than the other, no keeping of the limbs or body more to one side than the other, no jerking or splashing, no bearing downward on the loom or handle of the oar after raising the body from the swing. All these practices are fatal to good rowing. They make the boat roll, stop her way, and prevent the rest of the crew from rowing evenly and effectively. Nothing can better describe the proper method of making the stroke than the following pithy lines by "Argonaut," in a recent number of *Punch*:

"Catch your stroke at the beginning,
Then let legs with vigor work;
Little hope has he of winning
Who his stretcher loves to shirk.
Let your rigid arms extended,
Be as straight as pokers two;
And until the stroke is ended,
Pull it, without jerking, through."

Feathering the oar is bringing it out of the water in a flat or horizontal position, and is managed by dropping the wrists smartly at the end of each stroke. The Thames and Oxford men feather high; the Cambridge men, on the other hand, almost skim the surface of the water. We need scarcely say that keeping exact time is of the utmost importance in rowing. In good rowing, in an eight or a four oar, all the oars should be dipped, pulled and feathered at the same moment. The oars should be dipped just far enough to cover the blade, but no further; and each rower should pull at the water from

the moment the blade of his oar is in, gradually increasing his pull, so that his greatest strength is put forth at the end of each stroke.

The following hints on this subject, extracted from a letter containing hints on rowing and training, written by Robert Coombs — so long champion-sculler of Great Britain, and, taken altogether, perhaps the finest rower that ever handled scull or oar—will be found interesting and useful, although they differ in some particulars from the doctrines now generally approved of. "Holding the oar," he says, "is a thing which many want a bit of advice about. When you gentlemen have got into a boat, all your oars are laid up along the sides; you have to get them out in a scrambling way, just as each can, and then to push her off, and it is 'Pull a stroke, No. 2,' and 'Pull a stroke, bow,' and then at last, 'Paddle on all who can.' Now I want to suppose my crew getting into a boat with the oars in the rowlocks, lying feathered flat upon the water. Just catch hold of the oar as it is, hands about four inches apart, one being at the extremity, and train both thumbs under the handle. Hold the oar tight, and when you are getting forward, don't shift the hands, but let the knuckles and back of the hand turn with the handle, so that when you are forward as far as you can, a person sitting looking straight at you would only see the back of your hand on the handle, and not the fingers. Well then, when you've pulled the oar through the water, and your hands well home to your body, you'll find the oar feather naturally, without trusting to the action of the wrists. I should be sorry to use my wrists like I see some gentlemen here do. Sit well forward on the seat, and not away from your work right back on the cushion. A man don't get into a boat to rest himself; if he wants that, he'd better go home to an easy-chair. The length of the stretcher must be according to length of legs. Press the ball of each foot fair against the stretcher, the heels together and toes out. Open the knees in coming forward, and throw the body forward with a spring, as if your latter end was made of india-rubber. Reach down fair between your legs, so as just to clear the top of the stretcher. Take care, when you reach forward, to put the oar into the water where you reach to, and not, as most gentlemen do, bring the oar back before

you put it in. Dash the oar in lively, and pull as hard at the beginning as at the end of the stroke. Mind and pull the oar well through the water, from beginning to end. The blade of the oar should be the same depth in the water all through the stroke; hence, the hands should be kept about the same hight all the way. Let there be no shirking at any part of the stroke. One man rowing mild, and leaving an unfair quantity of work to be done by the rest at any part of the stroke, brings them all into a bad state. Row the oar home close to the body: this will be done by throwing the shoulders back and bringing the elbows straight behind you. The handle of the oar should be at last a little below the chest, close to the navel. Feather the oar low in coming out of the water; I mean, without jerking the handle down, and so the blade up, at the end of the stroke. Try to bring it out clean, without throwing up a lot of water on the next oar in front of you. Bring the outer hand and handle a little to the side; by this means you get your oar longer in the water, and do more work at the last part of the stroke. It is a very bad thing to go too far back, though some gentlemen seem to think it looks fine rowing. You can't get up in time with the stroke, and you make the boat roll in trying to do so. A crew may be strong, and each man may pull his oar well, but if they don't keep time, it's only one pulling against another. They must keep time with the body and the oar. If No. 6 puts in his oar before 'stroke,' trust me he'll bring it out before him, and make him feel the boat heavy at the end. If too late, 'stroke' feels it at the beginning. . . . . In regard to training, I would advise a cold bath early in the morning, and a good rubbing with horse-hair gloves or a rough towel. Then run a mile, having a thick flannel next the skin, and a great-coat or two on. Take care on coming in to rub down well with towels. Breakfast about an hour after the run, and wash the arms and neck well with cold water. Live regularly, on a meat diet, avoiding pastry, rich soups, and such like vanities. Much malt-liquor or wine is of course objectionable. Don't row a trial until five hours after a hearty meal, and attend to digestion. It is a good thing to get into the habit of rowing hard (for practice) at the same time of the day as the match is fixed

for. The best-made men for rowing are those with good loins, wide at the hips, and long arms; average weight, nine stone to eleven and a half. A good rowing figure should not have more than two inches difference in the measure round loins and round chest."

Probably the most attractive and popular rowing-matches in the world are those that take place in England, on the Thames, between the Universities of Oxford and Cambridge, which commenced in 1829, and have been continued, at varying intervals of time, ever since. They are generally held in April or May, the course being from Putney Bridge to Mortlake. These matches are to rowing what the Derby-day is to horse-racing. The excitement is as great, the spectacle as varied and pleasing. The picked oarsmen of Oxford and Cambridge, in the highest state of physical training, full of confidence, and eager for victory, meet, in two of the most perfect eight-oared outriggers that can be constructed, to uphold the honor of their respective universities. In the course of these matches, both have gained many a triumph of which they may well be proud; and both, when defeated, have had the consolation of knowing that they have done their best to deserve success, and that victory has been wrested from them by no unworthy foe. Of the twenty-three university matches that have taken place, Oxford has won thirteen and Cambridge ten. So that success has been, upon the whole, pretty evenly balanced. Of late years, however, the Oxonians have had it too much their own way. In March, 1866, they achieved their sixth consecutive victory; and since March, 1859, Cambridge has only won three times. But if we take the nine matches rowed previously to that won by Oxford on 15th December, 1849, we find Cambridge victorious in no fewer than seven of them. In the recent match—which excited so much interest, and was looked forward to with even more than the usual solicitude attaching to these contests—the Cantabs made a desperate and gallant struggle to obtain the lead, and pluck the laurels from the brows of their powerful rivals, and the result was a close and splendid race, creditable alike to both victors and vanquished. But victory has now perched somewhat too long on the dark-blue banner, and we confess that we should not be sorry to see the light-blue

once more in the front. Several of these contests have been distinguished by the closeness and severity of the struggle, the speed of the race, and other circumstances of interest. In 1846, the race was one of the closest and fastest ever pulled. The two crews were side by side for nearly the whole distance. At times the oars actually overlapped, and the excitement of the spectators rose to the highest pitch. At length, however, the Cambridge men drew a little ahead, and gradually increasing their distance, came in the winners by about two boats' lengths. The distance—four miles and one furlong—was performed by the winners in the wonderfully short time of twenty-one minutes, five seconds. In the match of 1859, excitement of another kind was caused by the accident which happened to the Cambridge boat, whose crew pulled gallantly on until she sunk under them, and left them struggling in the water. There was a strong gale from the south-west, and a considerable sea running. A close and desperate contest took place, and, opposite Barnes, Oxford was only two lengths ahead. Soon afterward, however, three waves washed completely over the Cambridge boat, and her crew, conscious of what was coming, took their feet out of the stretcher-straps and prepared for swimming. At the fourth wave their boat sunk from under them, and they were left struggling in the water. Mr. Darroch saved himself by swimming on shore, and the others were picked up by the various boats and steamers that were at hand at the time of the accident. This race furnished a striking illustration of the necessity of all who are in the habit of rowing in outriggers being able to swim. Without this, there can be no safety in boats liable to be swamped or overset by rough water, a false stroke, or a sudden inclination to either side.

We close our remarks upon rowing by giving the laws of boat-racing adopted by the Universities of Oxford and Cambridge, and also the rules in use at the Thames National Regatta, published in 1863 by the Thames Subscription Club These will be found useful to other clubs, as well as to those who may contemplate forming similar associations for the promotion of the invigorating and manly art of rowing.

English Laws of Boat-racing,

AS ADOPTED BY THE UNIVERSITIES OF OXFORD AND CAMBRIDGE.

1. All boat-races shall be started in the following manner: The starter, on being satisfied that the competitors are ready, shall give the signal to start.

2. If the starter considers the start false, he shall at once recall the boats to their stations; and any boat refusing to start again shall be distanced.

3. No fouling whatever shall be allowed

4. It is the province of the umpire, when appealed to, but not before, to decide a foul; and the boat decided by him to have fouled shall be distanced.

5. In cases of a foul, the umpire, if appealed to during the race, shall direct the non-fouling boat to row on, which shall, in every case, row over the remainder of the course in order to claim the race.

6. It shall be considered a foul when, after the race has commenced, any competitor, by his oar, boat, or person, comes in contact with the oar, boat or person of another competitor; and nothing else shall be considered a foul.

7. Any competitor who comes into contact with another competitor, as defined in Rule 6, by crossing into his competitor's water, commits a foul; but when a boat has once fairly taken another boat's water by a clear lead, it has a right to keep the water so taken.

8. A boat shall be held to have a clear lead of another boat when it's stern is clearly past the bow of that other boat.

9. It shall be held that the boat's own water is the straight or true course from the station assigned to it at starting; but if two boats are racing, and one fairly takes the other's water by a clear lead, it shall be entitled to keep the water so taken to the end of the course; and if the two boats afterward come into contact while the leading boat remains in the water so taken, the boat whose water has been so taken shall be deemed to have committed a foul; but if they come into contact by the leading boat's departing from the water so taken. the leading boat shall be deemed to have committed a foul

10. The umpire shall be sole judge of a boat's straight or true course during every part of the race.

11. If in any race, in which more than two boats start, a

foul takes place, and the boat adjudged by the umpire to have fouled reaches the winning-post first, the race shall be decided as the boats come in; but if the boat fouled does not come in first, or if the umpire is unable to decide which boat committed the foul, the race shall be rowed over again, unless the umpire shall decide that the boat which came in first had a sufficient lead at the moment of the foul to warrant its having the race assigned to it.

12. Whenever the umpire shall direct a race to be rowed over again, any boat refusing so to row again shall be distanced.

13. Every boat shall stand by its accidents.

New York Clubs.

The rowing-boat clubs of New York are ten in number, as follows: the Atalanta, Columbia, Waverly, Gulick, Atlantic, Alcyon, Bergen Point Boat Club, Neptune Boat Club, Hudson Boat Club, Alcyone Boat Club, and Passaic Boat Club of Newark, New Jersey. As a rule, these clubs are vastly inferior, in every thing that constitutes rowing clubs, to the Yale and Harvard University and Boston rowing clubs, though it is but justice to state that some of those mentioned, particularly the Atalanta and Columbia Boat Clubs, are striving arduously after perfection. Rowing has not as yet attained that high standard of honorable mention in New York City which is but deserved by the New England clubs.

THE ATALANTA is the oldest club of rowers in New York, having been organized in 1846, since which time it has acnieved several honorable victories and a few defeats. The Atalanta has twenty active and twenty honorary members, and owns the barge *Excelsior* of eight oars, forty-four feet long, and four feet six inches wide, with the lap-streak out-rigger *Atalanta*, of six oars, forty-five feet long, three feet four inches wide. This club has also two double-scull and four single-scull boats. The club-house is at the foot of Christopher street, North River.

The officers of the Atalanta Club are: President, Alden S. Swan; Vice-President, W. C. Mainland; Secretary, James W. Edwards; Treasurer, Charles Devoe.

THE WAVERLY BOAT CLUB was organized in 1859, and

has twenty active and a long roll of honorary members. They have a boat-house at the foot of Christopher street, sixty feet long by sixteen in width. The Waverly Club has a four-oared out-rigger barge thirty-six feet long, named the *Twilight;* the six-oared barge *Wave*, thirty-eight feet long; the four-oared out-rigger, *George Washington;* a four-oared out-rigger barge, named the *Ivanhoe*, and the eight-oared barge, *Meg Merrillies*, forty-one feet in length.

THE GULICK BOAT CLUB was organized in 1859, and is nearly or altogether composed of members of the old crack Volunteer Hose Company No. 11 of this city. The Gulick Club owns a lap-streak out-rigger boat of six oars, and has its boat-house at the foot of Christopher street.

THE ATLANTIC BOAT CLUB of Jersey City was organized in 1858, and has thirty-three active and two honorary members. The boats are as follows: *Lightfoot*, a six-oared out-rigger barge, forty-two feet ten inches long, two feet ten inches wide, and thirteen inches deep; and *Our Jessie*, four-oared barge, twenty-eight feet long, and three feet six inches wide. The boat-house is at the foot of Fourth street, in Hoboken.

THE ALCYONE BOAT CLUB of Brooklyn was organized in 1859. This club has twenty-four active and five honorary members, and owns the following boats: *Alcyone*, eight-oared, lap-streak barge, forty-feet long and four and a half wide; *Kelpie*, four-oared smooth-built barge, twenty-two and a half feet long; *Little Darling*, double-scull working boat, seventeen feet long, and *Ripple*, double-scull, lapstreak out-rigger, twenty-two and a half feet long. The boat-house is at the foot of Court-street, Brooklyn.

THE COLUMBIA BOAT CLUB was organized in 1821, and has thirty active and four honorary members. The "Columbias" have the following boats: pleasure barge *Annie*, six oars, thirty feet long; *Columbia*, six-oared, out-rigger, forty-six feet long; a six-oared racing lapstreak, forty-five feet long; a six-oared shell, 45 feet long; two single-scull shells; three single-scull working boats, and five double-scull working boats.

THE BERGEN POINT BOAT CLUB was organized in 1862, and has at present eleven members and two boats; the gig *Bayonne*, thirty-five feet long, lapstreak, four oars, and the

barge *Evangeline*, six oars, twenty-four feet long, and four feet wide. The boat-house is at Bergen Point, New Jersey.

THE NEPTUNE BOAT CLUB of Port Richmond, Staten Island, was organized in 1863, and has at present fifteen members. Neptune Club owns two six-oared boats, of forty and forty-five feet in length. Boat-house at Port Richmond, Staten Island.

THE HUDSON BOAT CLUB of Jersey City, was organized in 1865, and has twenty active and two honorary members. The "Hudsons" own the lapstreak *Hudson*, formerly belonging to Yale College, forty-six feet in length, three and a half feet inside, carrying a coxswain. Boat-house foot of Van Voorst street, Jersey City.

THE ALCYON BOAT CLUB of New York was organized in 1865. The Alcyon Club owns the barge *Alcyon*, polling six oars, twenty feet in length, and four feet ten inches amidships.

Hints to Rowers.

Every one should learn to swim before he attempts either to row or sail a boat. Boys at school and men at college, can often row very well without being *watermen* -- that is to say, without understanding how the boat, the oars, the rudder, &c., ought to be fitted, or how to steer or manage a boat in difficulties, or how to row except in a boat and with an oar fitted exactly as it ought to be; but let the beginner not follow this example—let him determine to learn how to detect and correct any fault in the fittings of a boat, and how to row under difficulties. Of course any one can row better in a properly-fitted boat than in one that is not so, but grumbling at the boat and fittings is the sign of a greenhorn; a good waterman should be able to row any where and any how —with a mopstick across a tenpenny nail, if necessary, and at the same time should know how to make the best of a good boat and oars when he has got them. These arts are only to be acquired by rowing in all sorts of boats, by listening to what experienced oarsmen have to say on the subject, by always looking out to pick up something new, and to learn something every day; and first let the beginner learn the names and use of every part of a boat, and of its fittings.

There are several methods of fitting the oars and boat,

according to the purpose required; we will begin with **fresh-water** boats and the style of rowing adapted for them, inasmuch as seamen hate rowing, and, without exception, row badly. The boats now used in fresh-water are either *outriggers* or *gigs;* wherries, funnies, skiffs, etc., being almost superseded. The *outrigger* is so called from having an iron frame or *outigger* on each side of the boat to carry the *rowlock*, and so nable a longer-handled oar to be used. They were first brought into notice by the Claspers from Newcastle, in 1841, and have now superseded all other boats for racing purposes. The *gig* is a broader and higher boat, and has a straight *gunwale*, a stern nearly upright, and a *transom* or flat piece to the stern.

The oars in a boat are numbered from the bow, No. 1 being the bow, No. 2 the next, and so on to No. 8, the stroke oar in an eight-oared boat. The stroke oar is always on the "port" or left side, all the oars on that side being called the larboard oars; those on the other side are the bow or starboard oars.

Let the first rowing of every man be carefully attended to, and all faults checked at once before they grow into habits. For all further tuition we refer to the following extract from "The Principles of Rowing and Steering," by studying which the beginner or even the advanced oar may learn what to do and what to avoid:

"The requisites for a perfect stroke are:

"1. Taking the whole reach forward, and falling back gradually a little past the perpendicular, preserving the shoulders throughout square, and the chest developed at the end.

"2. Catching the water and beginning the stroke with a full tension to the arms at the instant of contact.

"3. A horizontal and dashing pull through the water immediately the blade is covered, without deepening in the space subsequently traversed.

"4. Rapid recovery after feathering by an elastic motion of the body from the hips, the arms being thrown forward perfectly straight simultaneously with the body, and the forward motion of each ceasing at the same time.

"5. Lastly, equability in all the actions, preserving full strength without harsh, jerking, isolated and uncompensated movements in any single part of the frame.

"*Faults in Rowing.*—The above laws are sinned against when the rower

"1. Does not straighten both arms before him.

"2. Keeps two convex wrists instead of the outside wrist flat.

"3. Contrives to put his hands forward by a subsequent motion after the shoulders have attained their reach, which is getting the body forward without the arms.

"4. Extends the arms without a corresponding bend on the part of the shoulders, which is getting the arms forward without the body.

"5. Catches the water with unstraightened arm or arms, and a slackened tension as its consequence; thus time may be kept, but not stroke; keeping stroke always implying uniformity of work.

"6. Hangs before dipping downwards to begin the stroke.

"7. Does not cover the blade up to the shoulder.

"8. Rows round and deep in the middle, with hands high and blade still sunken after the first contact.

"9. Curves his back forward or aft.

"10. Keeps one shoulder higher than the other.

"11. Jerks.

"12. Doubles forward and bends over the oar at the feather, bringing the body up to the handle, and not the handle up to the body.

"13. Strikes the water at an obtuse angle, or rows the first part in the air.

"14. Cuts short the end, prematurely slacking the arms.

"15. Shivers out the feather, commencing it too soon and bringing the blade into a plane with the water while work may yet be done; thus the oar may leave the water in perfect time, but stroke is not kept. This and No. 5 are the most subtle faults in rowing, and involve the science of shirking.

"16. Rolls backward with an inclination toward the inside or outside of the boat.

"17. Turns his elbows at the feather instead of bringing them sharp past the flanks.

"18. Keeps the head depressed between the shoulders instead of erect.

"19. Looks out of the boat instead of straight before him. (This almost inevitably rolls the boats.)

"20. Throws up water instead of turning it well aft off the the lower angle of the blade. A wave thus created is extremely annoying to the oar further aft; there should be no wave traveling astern, but an eddy containing two small circling swirls."

Nos. 17 and 18 perhaps only affect the appearance, but all the other requisites and faults go to the essentials of rowing.

The Great Boat-Race of 1867.

OXFORD VERSUS CAMBRIDGE.

As we should consider our little book of rowing incomplete, without a record of the great race of the year, we give below an account of the twenty-third annual trial of skill between the "crack oarsmen" of Oxford and Cambridge Universities of England:

Greater interest was never taken in the contest than this year. Half of London went to see the race; the crowds were even greater than at the Derby. Four and a half miles of river-shore were thronged with people and carriages; the shops were full of scarfs, handkerchiefs, gloves, and rosettes, of the light blue of Cambridge, and the dark blue of Oxford; the day was cold and rainy, but from the starting-place at Putney, to the winning-post above Barnes' Bridge, the crowds were enormous. The first race between these universities was rowed in 1828, after which there was an interval of seven years without a contest, and in all there have been twenty-four, of which Cambridge won ten, and Oxford fourteen. Cambridge has been defeated six successive years, and the belief that her crew had gone into training with extraordinary determination, increased the interest in the race. This sev enth defeat has occasioned the rumor that there will be no race next year. But apart from the general dissatisfaction which such rumors create, nothing in reality could be more unwise than for Cambridge to take such a course, and relax in her efforts now when so near her goal. It would be very much as if Mr. Griffiths, on the occasion of this race, had told his crew to stop rowing because his opponents were getting a little ahead. In the hypercriticism which has been so liberally showered on the Cambridge crew during their training, a mass of nonsense has been talked and written about their

not "catching" the water, "clipping" their stroke, not rowing from their legs, and so on *ad nauseam*. The plain truth is, that Cambridge in her best days, when she won year after year four times in succession, never launched a better crew upon the Thames than that which rowed this boat-race. The beauty of their style, the quickness of their start, the uniform precision of their feathering, and the speed of their "spurts" when Mr. Griffiths chose to put them on, have never been seen on the river before. The odds offered against them were due more to the traditional prestige which Oxford has now acquired, than to any real difference in the crews. No one who saw the boats at exercise over their ground, could feel confident of the result of the race for either side. Oxford, with their deep stroke and high style of feathering, seemed certainly likely to win in heavy and lumpy water, and heavy and lumpy water they had on Saturday. Had there been a better tide, with light wind and a smooth surface, it is possible that Cambridge would have gone in a winner. As it was, however, the Oxford men rowed best under the conditions in which both started. Their crew, too, were decidedly stronger, and never, unless in dangerous emergencies, put on those "spurts" in which Cambridge excelled, but which take it out of the crew so much as to be fatal to their endurance in so long a race.

On the morning of the 13th of April, 1867, Oxford had been out as usual for a little paddling in the morning; the Cambridge crew did not take the water till the start. It was intended originally that this should be made at eight, but the slackness of the tide almost compelled a postponement in the time. The delay must have tried the patience of the spectators, standing, as they all were, fully exposed to the heavy downpour of the rain. Still greater was he disappointment when the crews, after going out, returned again. It was nearly nine o'clock before they passed down to the boats, and sixteen finer or better trained young men it would have been difficult to find in England.

The following is a list of the crews:

OXFORD CREW.	St.	lb.
1. W. P. Bowman, University	10	11
2. J. H. Fish, University	12	1
3. E. S. Carter, Worcester	11	12

	St.	lb.
4. W. W. Wood, University	12	6
5. J. C. Tinne, University	13	4
6. F. Crowder, Brasenose	11	11
7. F. Willan, Exeter	12	3
8. R. G. Marsden, Merton	11	11
C. R. W. Tottenham (cox.,) Ch. Ch	8	8

CAMBRIDGE CREW.	St.	lb.
1. W. H. Anderson, Trinity	11	0
2. J. M. Collard, St. John's	11	4
3. J. U. Bourke, Trinity	12	9
4. Hon. J. Gordon, Trinity	12	3
5. F. E. Cunningham, King's	12	12
6. J. Still, Caius	11	12
7. H. Watney, St. John's	11	0
8. W. R. Griffiths, Trinity	12	0
A Forbes (cox.,) St. John's	8	2

They took the water a little before nine, and going easily to the starting-point, turned up the river, and waited with poised oars till the word was given. It must be remembered, as we have already said, that Oxford, with her usual luck, won the choice for place, and, of course, took the best—the Middlesex side. At two minutes to nine the word was given, and, like a flash, both boats were off. It could hardly be said which was the first to catch the water, and it is almost unnecessary to say that both crews were, to a certain extent flurried, and did not settle to their practiced form for the first three hundred yards or more. Then Cambridge began to draw a little ahead, but never for more than a few feet, when the Oxonians quickened their deep, strong strokes, and crept up again. From this to Hammersmith Bridge, the race was inexpressibly exciting. The boats were side by side, each crew looking only to the work they had in hand, and stretching to their oars with a power that made them bend like willows, and sent their craft forward with a visible leap at every stroke. Neither needed incentives to do their best, but they had them, nevertheless, and the wild cries of "Row, row," to each crew, with the hideous clamor of directions from all their partisans and friends, of "Hands down," "Quicker stroke," "Feather high," etc., came from all sides. But amid all this, the stroke-oars of the boats kept their own course, and increased or lessened, as they thought best, the pace by which they guided their crews. The steering of each was, perhaps, not so good as it would have been in better weather; but the floods of heavy rain, and the gusts of sharp,

cold wind, that drove full in the faces of the coxswains, would have been a more than sufficient excuse for a much less direct course than either took. Before Hammersmith Bridge was reached, Cambridge had drawn nearly her length ahead. Under the bridge, which was black with spectators, the Cambridge boat led magnificently, amid a roar of applause, which was taken up by thousands on both banks of the river. After them, pell-mell, like a straggling pack of hounds, the steamers came rolling and tumbling on, swaying from side to side, as their passengers rushed about to cheer the competing crews, and volunteer, amid a hopeless uproar, some well-meant words of advice, encouragement, or entreaty. Oxford again, however, increased her speed of stroke, though she was never within five or six a minute of that of Cambridge, and drew up again so fast alongside her opponents, as to justify all the odds which then, amid the most tremendous cheers from boats and banks, were being offered in her favor. The struggle, then, was most exciting. It would be impossible, no matter what amateur critics may say, to witness any thing better than the style of rowing in each boat. Cambridge rowed quicker, but her style was beautiful. The oars rose and fell with the precision of machinery, and the low feathering, little more than clear of the surface of the water, was the very perfection of rowing. The Oxford stroke, though less pretty to look at, was evidently that to win, and the heavy water over which the boats had to pass, gave Oxford a decided advantage in her high feathering. At this time she began to take a decided lead, and amid the almost frantic applause of her supporters, began to draw well ahead. Still, in spite of every advantage, both of tide, which was better in the course she took, and her style of rowing, which was admirably suited to the rough water, she could never draw her boat quite clear of that of Cambridge. The "spurts" which the latter put on can not be too highly praised. At the moment when it seemed Oxford was to have her own way, the light blue again bent to their work, and literally shot up beside their antagonists. These desperate efforts, however, began to tell on Cambridge, and, when about half a mile before Barnes Bridge, they were rowing somewhat "ragged," and steadily, but slowly, Oxford drew ahead. Here, however, a change

took place, that seemed almost unaccountable to those that witnessed it. The Oxford crew seemed to relax their efforts, just as Cambridge made another magnificent "spurt." None knew what the Oxford crew were about. They seemed to have slackened into idleness. Roars, shouts from the bank, entreaties from the boats around them, and a great hoarse cry from both sides of the river of "Row, Oxford, row," seemed to have no effect upon them, when Cambridge drew on, and when near the railway-bridge, got her boat ahead. Then only did the Oxford crew seem to realize their danger, and the struggle became one of the most intensely exciting ever seen. None believed that when so near home, Oxford would be able to recover the advantage gained by the splendid burst which had put Cambridge a little ahead, and the efforts each crew made were almost painful in their earnestness to witness. They laid to their oars till the boats sprung stroke after stroke through the water. Every one of the spectators seemed more or less wild with excitement, and if entreaties and encouragement could have effected any thing, each must have come in first. It is difficult to describe the enthusiasm of their different supporters, as Oxford, at last, in spite of all the efforts of Cambridge, drew her boat level, and then began to get her bows ahead. They had, however, no easy task. As often as she showed a front, Cambridge, by a desperate effort, dashed up again, and so they went almost stroke and stroke under Barnes Bridge, amid such a roar of applause as has seldom before been heard on the Thames. Then it was evident, or at least said to be evident to experienced eyes, that the Cambridge crew were blown and exhausted by their repeated "spurts." The result showed that this must to a certain extent have been true, for Oxford won, but never til the last second did the Cambridge crew relax in their struggle for victory. To the very winning-post they pushed the Oxonians almost to exhaustion to hold the very little they had gained, and never till the flag was actually passed did the friends of dark blue feel the race secure, for the bounds with which the Cambridge boat now and then rushed forward seemed to make it a doubt, even when there was only fifty yards to row, that Cambridge would not win. As it was, however, the Oxonians seemed too keenly alive to the strength

and spirit of their antagonists ever to give them a chance again. With a sturdy, strongly-pulled stroke, every man pulling, not only from his legs, but apparently from every fiber and muscle in his body, they kept their boat just half a length ahead, and amid deafening shouts so passed the flag, winning one of the quickest and most desperately-contested races that have ever been rowed on the Thames. It is really hard to say which crew deserves the most praise. Nothing could exceed the gallantry and determination with which each struggled to the end, and struggled, too, when the chances fluctuated almost every minute, and the hope of regaining the lead which each boat lost in turn, seemed almost hopeless. Oxford has won for the seventh time, and Cambridge has been beaten, but after such a defeat as should make her more proud of her defeat than of many of her former victories. Benson's chronograph was, as is the custom now, used to time the race. Actually, it has been rowed in a shorter time. Relatively, when the state of the water, the force of the wind, and the almost entire absence of tide are considered, it may be reckoned as one of the quickest. The pace from first to last, when these disadvantages are considered, was really tremendous. The boats started at eight hours fifty-eight minutes twenty-four seconds, and finished at nine hours twenty-one minutes three seconds, so that the whole course of nearly four miles and a half was rowed in twenty two minutes thirty-nine seconds. Last year the chronograph registered twenty-five minutes fifty-one nine-tenths of a second, so that this year it was three minutes twelve nine-tenths of a second quicker. The ablest amateurs and the best professional watermen were alike surprised at the speed with which the race from first to last was rowed. The following is a list of all the great university matches from their commencement in 1829 :

Year	*Winner*	*Course*	*Time*	*Won by*
1829	Oxford.	Henley.	14m. 30s.	Many lengths.
1836	Cambridge.	Westminster to Putney.	36m.	1 minute.
1839	Cambridge.	Westminster to Putney.	31m.	1m. 45s.
1840	Cambridge.	Westminster to Putney.	29m. 30s.	7-3 of a length.
1841	Cambridge.	Westminster to Putney.	32m. 30s.	1m. 4s.
1842	Oxford.	Westminster to Putney.	30m. 45s.	13 seconds.
1845	Cambridge.	Putney to Mortlake.	23m. 30s.	30 seconds.
1846	Cambridge.	Mortlake to Putney.	21m. 5s.	Two lengths
1849	Cambridge.	Putney to Mortlake.	22m.	Many lengths.
	Oxford.	Putney to Mortlake.	A foul.	

Year	*Winner*	*Course*	*Time*	*Won by*
1852	Oxford.	Putney to Mortlake.	21m. 36s	27 seconds.
1854	Oxford.	Putney to Mortlake.	25m. 29s	11 strokes.
1856	Cambridge.	Mortlake to Putney.	25m. 30s.	Half a length.
1857	Oxford.	Putney to Mortlake.	22m. 50s.	35 seconds.
1858	Cambridge.	Putney to Mortlake.	21m. 23s.	22 seconds.
1859	Oxford.	Putney to Mortlake.	24m. 30s.	Camp. sank.
1860	Cambridge.	Putney to Mortlake.	26m.	A length.
1861	Oxford.	Putney to Mortlake.	23m. 27s.	48 seconds.
1862	Oxford.	Putney to Mortlake.	24m. 40s.	30 seconds.
1863	Oxford.	Mortlake to Putney.	23m. 27s.	42 seconds.
1864	Oxford.	Putney to Mortlake.	24m. 40s.	23 seconds.
1865	Oxford.	Putney to Mortlake.	21m. 23s.	13 seconds.
1866	Oxford.	Putney to Mortlake.	25m. 48s.	15 seconds.
1867	Oxford.	Putney to Mortlake.	22m. 39s.	Half a length

The Great Ocean Yacht Race of December, 1866.

The greatest yachting event since the victory of the *America*, was the ocean race between the *Henrietta*, *Vesta* and *Fleetwing*, across the Atlantic, which event took place in December, 1866. This important contest was brought about through the influence of Mr. James Gordon Bennett, junior, and his brilliant success in the race was a well-merited reward for his efforts on behalf of American yachting.

The yachts started from New York, on the afternoon of December 11, 1867, the event creating quite an excitement in New York, a fleet of steamers and yachts, all crowded with spectators, accompanying the yachts down the bay.

The day was clear, cool, and bright, and the westerly wind was just what was desired. The yachts were anchored off Staten Island, and there the scene was even more animated than in the harbor; steamers full of cheering spectators sailed around the little vessels; the music from the band upon the *River Queen*, chartered by the New York Yacht Club, was echoed by the bands upon the excursion steamers; the United States revenue cutter fired a salute; the hills of Staten Island were dotted with observers, and flags flew from every villa; a fleet of pilot-boats clustered off West Bank to accompany the yachts to sea; the forts which lined the entrance to the harbor, dipped their colors. As the New York Yacht Club steamer passed the *Henrietta*, the distinguished officers and gentlemen on board gave three hearty cheers for "The only man who goes in his own boat." The enthusiasm was as remarked as the good wishes loudly

expressed by every lip were hearty and sincere. It required an experienced eye to detect any important difference between the three yachts as they lay at anchor. All are of nearly the same build and same burden, the *Henrietta* registering two hundred and five tuns, the *Vesta* two hundred and one, and the *Fleetwing* two hundred and twelve, American measurement. The *Henrietta* and *Fleetwing* had keel boats. The *Vesta* had "a center-board," or false keel, like the celebrated yacht *America*.

The Start from New York.

In the *Henrietta* sailed Mr. Bennett, the owner; Messrs Jerome, Knapp, and Fisk, judges and guests; Captain Samuels, Sailing Master Lyons, and a crew of twenty-four men, including Mr. Jones, first officer, Mr. Corels, second mate, a carpenter, sailmaker, and two stewards.

The *Fleetwing*, owned by Mr. George Osgood, was commanded by Captain Thomas, with a crew of twenty-two men; and Messrs. Centre and Staples, of the New York Yacht Club, went in her as judges.

The *Vesta*, owned by Mr. Pierre Lorillard, carried Messrs. George Lorillard and Taylor as judges, Captain Dayton, and a crew of twenty-three petty-officers and seamen.

Each of the yachts had previously won several closely-contested matches, and only the popular prejudice against "center-board vessels" in rough weather, gave the other two boats an advantage over the *Vesta*, in the heavy wagers staked upon the race.

At eleven o'clock the racing-signal of the *Henrietta* was displayed, and the yachts were taken in tow for the starting-place off Sandy Hook, accompanied by innumerable steamers, propellers, yachts, and pilot-boats, and, amid renewed cheering and excitement, they were hauled down through the Narrows, and assigned their respective stations.

Precisely at one o'clock, Mr. Fearing, the starter, gave the signal for the race to begin. In a moment the tugs were cast off and the sails hoisted, the *Fleetwing* occupying the most northerly position, first fresh breeze, and danced away before the wind, the *Vesta* following closely. The *Henrietta*, lying near the shore, had decidedly the worst of the start, but regained her position as she dropped away from the land.

The tugs and steamers sailed in line after the yachts, and presented a most picturesque sight. The wreck of the *Scotland* was in full view, grimly reminding the yachtmen of the dangers they were about to brave; the strains of "Auld lang syne" from the steamer recalled to the adventurers the friendship they were leaving. Then a cloud obscured the sun, the wind gradually rose, the yachts increased their speed, the good-bys to each were faintly heard, the light-ship off Sandy Hook was passed, the open sea was before us, and the voyage had commenced in earnest. At a quarter to three P.M., the "Nevesink Highlands" sunk out of sight. The yachts were then abeam of each other. The *Henrietta* having caught the ten-knot breeze, all canvas was set, and the *Vesta* sailed wing and wing. Daylight now faded, and the sun disappeared in a glory of crimson and gold. The tug *Philip*, which had been chartered by Mr. Lorillard to accompany the *Vesta* until nightfall, turned homeward with a farewell hurrah, and the crews of the yachts bade good-by to the United States with answering cheers. Each captain now chose his own course, the *Fleetwing* keeping to the northward, the *Henrietta* holding the European steamer track, and the *Vesta* evidently making for the northern passage.

Below we give, from the records of the respective captains,

The Logs of the Yachts.

LOG OF THE HENRIETTA.

WEDNESDAY, Dec. 12.—We here begin our sea account, at 1 P.M., Wednesday (or civil time, 1 P.M., Tuesday), at which time squared away at a signal given from Yacht Club, in company with *Fleetwing* and *Vesta* from the buoy of the bar. Twenty steamer tugs escorted us to the light-ship, which we were the first yacht to pass, at 1:39, the *Fleetwing* bearing N.N.E., the *Vesta* N.N.E. by half E. At 2:30 P.M. all canvas set; at 2:45 lost the Highlands of Nevesink; at 2:45 parted with the tug *Philip*, the *Fleetwing* bearing the same, and the *Vesta* about half a mile ahead. At 6 P.M., came alongside, and passed *Vesta;* were compelled to shift her course several times to shake her off, she annoying us very much by keeping so close to us. Wind strong and heavy. Lost *Vesta* at 6 P.M. in the dark. Midnight, wind hauled to the westward,

with heavy squalls; jibed ship at 4 A.M., very heavy squalls with sleet and snow; all canvas set; day breaks dark and lowering, with appearances of northerly wind; wind freshening and in the squalls blowing hard; at noon ship running under mainsail, foresail jib and flying jib, light as a bottle and buoyant as a cork. Dark clouds on horizon N. to W., with every prospect of a gale. Distance run, 225 miles by observation, 237 miles by log.

THURSDAY, Dec. 13.—Strong breezes and squally weather. At 4:15 passed steamer bound west, supposed to be the *Cuba*; hoisted racing-flag, and steamer showed her colors. This steamer will probably carry the first news of the yachts to New York. At 9:30 P.M., passed another steamer bound west; showed our rockets and blue lights, to which she replied. At 10 P.M., wind increasing; took in topsails and flying jib. At 12 double-reefed mainsail. At 4 A.M. set flying jib; heavy snow squalls. At 6 A.M. weather more settled; let reefs out of mainsail yards and stowed it to windward. Noon, set gaff topsails; wind hauling to eastward; barometer steady at 30; experienced a current to W.S.W. of 22 miles; every thing easy and comfortable. Distance run 210 miles by observation, 232 by log.

FRIDAY, Dec. 14.—Moderate breeze from N. and E. At 2 P.M. set topsails and maintop-mast staysail. At 8 P.M. hauled them again; squally. From 8 to 4 took in and set light sails several times. Midnight, strong breeze and squally, with snow. At 3 A.M., blowing hard, furled flying jib. At 5 A.M., moderating; set flying jib. At 6 A.M set all light sails; weather dark and heavy in S.W. Noon, cloudy weather; moderate; lat., by an indifferent obs., 42.56, lon. 60.32. Distance run, 203; barometer, 29.50.

SATURDAY, Dec. 15.—First part of day moderate breeze and cloudy weather. At 7 P.M., wind freshening; took in foretopsail and maintopmast staysail. During the night very squally—up and down with topsails and staysails as weather required. At 6 A.M., blowing hard, handed all light sails. Day breaks dark and cloudy, with heavy hail and snow squalls. Ship fairly dancing over the water, often at the rate of thirteen knots. At 12 A.M., weather moderate, fine, clear sky, passing clouds, wind N.N.F., as usual; sea

pretty smooth; every thing as trim and comfortable as on shore.

SUNDAY, Dec. 16.—These twenty-four hours we have had strong northerly winds, with violent squalls and spits of snow. At 4 P.M. took in topsails, staysails, and flying-jib. At 8 P.M., blowing heavy, double-reefed foresail and mainsail, and took bonnet off the jib. Ship running across the seas, and behaving well. At 6 A.M., passed close under stern of a brig steering to southward under double-reefed topsails and reefed foresail. Noon, sky overcast; no observation; very high sea from northward; weather a little more moderate; let reef out of foresail; barometer, 29:70. The ship is now passing the gravel banks; we see numbers of divers. Every body on board well and hearty. Distance run 246 miles—over one-third of the distance across in fifth day out.

MONDAY, Dec. 17.—Strong northerly breezes with heavy squalls. At 2 P.M. (Sunday) Divine service in the cabin, reading of prayers and lessons for the day, and one of Jay's sermons. Midnight—Blowing hard, ship running in the trough of the sea, and fairly burying itself. This is yachting in earnest. Double-reefed foresails; passing snow-squalls throughout the night. 4 A.M.—Let reefs out of foresail. Noon—Let reef out of mainsail; weather more moderate; set the flying-jib; barometer, 30:10. Distance run by observation, 280, the best run yet; off the grand sand-banks and off soundings; every thing trim and snug.

TUESDAY, Dec. 18.—One week out. At 6 o'clock A.M., we were half way to Cowes. This is at the rate of a thirteen days' four hours' trip across, being six days fourteen hou mean time. Day began with strong breeze and heavy cr sea. At 4 P.M., wind moderating; let reef out of foresail. At midnight, wind increasing; set squaresail with bonnet off; high seas and heavy wind; weather very dark and cloudy. At 5 o'clock, wind lulled, and hauled to the southward and westward; jibed squaresail, and let out all reefs. Noon—Dark, with very threatening appearance to S. W.; reefed mainsail and furled squaresail and flying jib; no observation. Distance by log 250 miles; ship in perfect order, and all hands in best of spirits and condition.

WEDNESDAY, Dec. 19.—First part of the day fresh gales

At 3 P. M., doubled reefed sails and took bonnet off jib. Six P. M., gale increasing, close reefed sails and furled mainsail. Second part blowing very heavily, with high, toppling seas. At 8.40 boarded by very heavy sea, completely burying us, filling the foresail, and staving the boat; the little craft fairly staggered and strained. Heaved to under storm main trysail. How hard to lay-to in such a race; but few ships in my thirty years' experience could run in the trough of the sea so long as this little plaything did. Well may her owner feel proud of her. At 11 P. M., the sky cleared; the moon shone out beautifully the rest of the night. Third part—moderating. At 5 A. M., nearly calm; sky became overcast from S. W., with dull lightning from S. to W. At 6 A. M., set single reef foresail and jib. At 9 A. M., freshening wind, ship beginning to step off again, set squaresails. Sea still running very high. During the blow barometer fell from 30.10 to 29.50 at which it stands at noon. Wind is hauling westward, with fair prospect of second edition of last night's performances put from the westward.

THURSDAY, Dec. 20.—Throughout these twenty-four hours strong westerly winds and squally weather. At 2 P. M., put bonnet on squaresail; 4 P. M., let reef out of foresail. From 6 to 8 very squally; ship going as fast as 14 knots during the squalls. At 1 A. M., wind canted to N. and W. Jibed ship. Day ends with alternate showers and sunshine; wind and sea moderating; barometer rising—30.05. Distance by log 267 miles, by observation 200.

FRIDAY, Dec. 21, commences with a stiff breeze and heavy swell from N. W. At 8 P. M., set mainsail; at 3.30 signaled steamship *Louisiana*, bound west. At 9 set main topsail, and main topmost staysail from 4 to 5 A. M. At 6 took a light breeze from southward; weather clear, warm and pleasant. Noon—Day ends with fine summer weather; passed immense shoals of porpoises. Distance run 163 by log, 157 by observation; barometer 30.45. Every body on deck, like turtles in the sun.

SATURDAY, Dec. 22.— Throughout these twenty-four hours northerly winds, dark and cloudy weather, with sharp flaws, warm and pleasant. At 7 A. M., signaled Bremen steamer bound westward; all light sails set, and every thing working beautifully. As we near the end of the race the excitement

becomes more and more intense, but the wind and weather are all that could be desired. Distance run 252 miles; no good observation. Barometer 30.40.

SUNDAY, Dec. 23.—Began with steady wind and smooth sea, light southerly wind, followed with occasional passing fog-bank. At 3 P. M., spoke the *Philadelphia*, from Liverpool, bound west; reported light westerly winds; pleasant, sunshiny Sunday; every body on deck with camp stools. Barometer 30.40.

MONDAY, Dec. 24.—First part of day clear and pleasant; service at one o'clock in the cabin, reading of sermon, prayers and lesson for the day. Middle part, beautiful moonlight night. Latter part, dark, cloudy, and squally weather. Hauled the yacht southward of her course to forestay this wind. 9 A. M., took in topsails and flying-jib; yacht pitching heavily in high head sea. Noon, sun observed; weather threatening; barometer at 30.35; distance run, 172 miles; on soundings; passed three ships bound west.

TUESDAY, Dec. 25.—Throughout these twenty-four hours brisk southerly wind, dark and hazy weather. At 8 P. M., sighted the Scillys; 10 P. M., Scillys N. 12 miles. At 2.30 A. M., Lizard N. 8 miles. 8.30 A. M., Start N. 6 miles. At noon, Bill of Portland N. 5 miles. Ends with fresh southwest winds, every thing set, and yacht going her best. This closes the sea day. 1 P. M., took pilot off Portland Bill. At 3.45 passed the Needles, and at 5.42 anchored in Cowes Roads.

LOG OF THE FLEETWING.

WEDNESDAY, Dec. 12.—Lat 40.22, long. 68.50. One P. M., made all sail, Sandy Hook bearing W. S. W., distance two miles, moderate gale, in company with the *Henrietta* and *Vesta*. 10.30 P. M., wind N.W. by W.; distance run, 239 miles.

THURSDAY, Dec. 13.—During this day pleasant breeze from N. W. Eight P. M., *Vesta* beating N. by W.; 6.30 A. M., wind N. N. E., carried away jibboom. Seven A. M., in squaresail and light sails; lat. by observation 41.27, long. 63.26. Distance run, 249 miles; wind N. W.

FRIDAY, Dec. 14.—Commences with pleasant gale from N. N. E. 3.30 P. M., squally, with snow; two reefs in the mainsail. Eight P. M., more moderate; out all reefs; set

light sails; lat. 42.00, long. 58.37. Distance run, 220 miles; wind N. N. E.

SATURDAY, Dec. 15.—This day commences with an increasing gale; in light sails, two reefs in the mainsail; bonnet off jib. This day ends with a strong gale and cross sea. Lat. 42.30, long. 54.11. Distance run, 186 miles; wind N. E.

SUNDAY, Dec. 16.—This day begins with a moderate gale. Four P. M., set sail; lat. 43.35, long. 49.58. Distance run, 218 miles; wind S. W.

MONDAY, Dec. 17.—During this day pleasant gale from N. W. All sails set. Lat. 44.30, long. 44.50. Distance run 240 miles. N.W. wind.

TUESDAY, Dec. 18.—First part, pleasant breeze from N.N.E.; noon calm; latter part light from S. W. Lat 45.50, long. 41.13. Distance run, 160 miles.

WEDNESDAY, Dec. 19.—This day commences with a light breeze from S. S. W. Two P. M., in all light sails, gale increasing, with heavy sea. Seven P. M., blowing a gale; running under two-reefed foresail and fore-staysail. Nine P. M., shipped a sea which washed six of the crew out of the cockpit; hove to for five hours under two-reefed foresail. Two A. M., kept off; latter part moderate wind hauling to west, set squaresail. Lat. 47.20, long. 37.27. Distance run 188 miles.

THURSDAY, Dec. 20.—Moderate gale from the west; all set. Lat. 48.02, long. 31. Distance run, 260 miles. Winds west.

FRIDAY, Dec. 21.—During this day moderate gale from the south. Lat. 48.14, long. 25.12. Distance run, 136 miles. Winds south.

SATURDAY, Dec. 22.—During this day fresh gale from the south; passed a ship and a bark bound east. Lat. 48.33, long 21.43. Distance run, 232 miles.

SUNDAY, Dec. 23.—Moderate breeze from the south with a cross sea. Lat. 48.57, long. 16.19. Distance run, 215 miles.

MONDAY, Dec. 24.—During this day strong breeze from the south. Two P. M., passed a steamship bound west. Lat. 49.16 long. 11.22. Distance run, 194 miles. Winds south.

TUESDAY, Dec. 25.—This day commences with strong gale from the south; in light sails, one reef in all sails. At 4.40 Bishop's Rock bore N., distant eight miles. Five A. M., St. Agnes bore N. by E. Lat. 49.52, long. 4.36. Distance run, 270

miles. Three P. M., Start Point bore N. N. W., distant 10 miles. Midnight, passed the Needles. At 1.30 A. M., anchored in Cowes Roads.

LOG OF THE VESTA.

WEDNESDAY, Dec. 12.—Fine N. W. wind, and cloudy. Distance run, 240 miles. Lat. 40.27, long. 68.46.

THURSDAY, Dec. 13.—Wind N.W., moderate breeze, cloudy weather. Distance run, 205 miles. Lat. 41.50, long. 64.06.

FRIDAY, Dec. 14.—N. wind, fine weather. Distance run, 205 miles. Lat. 43.11, long. 59.52.

SATURDAY, Dec. 15.—Commences with strong N. W. wind and very heavy sea. Distance run, 227 miles. Lat. 44.31, long 55.06.

SUNDAY, Dec. 16.—Wind W. N. W., strong, and rough sea. Distance run, 234 miles. Lat. 45.40, long. 49.53.

MONDAY, Dec. 17.—Strong westerly winds and rough sea. Distance run, 236 miles. Lat. 42.42, long. 44.21.

TUESDAY, Dec. 18.—Fresh N. W. breeze and fine weather. Distance run, 207 miles. Lat. 47.40, long. 39.35.

WEDNESDAY, Dec. 19.—Heavy gale of wind from S. S. W., vessel scudding for eight hours. Distance run, 222 miles. Lat. 50.36, long. 36.04.

THURSDAY, Dec. 20.—Fresh westerly wind ; sea going down. Distance run, 277 miles. Lat. 50.36, long. 28.54.

FRIDAY, Dec. 21.—Wind N. W., light, and fine weather. Distance run, 165 miles. Lat. 50.36, long. 24.38.

SATURDAY, Dec. 22.—Fine southerly breeze, smooth sea. Distance run, 253 miles. Lat. 50.36, long. 17.54.

SUNDAY, Dec. 23.—Fine S. W. breeze and smooth sea. Distance run, 201 miles. Lat. 50.11, long. 12.49.

MONDAY, Dec. 24.—Light southerly breeze, fine weather. Distance run, 165 miles. Lat. 49.55, long. 8.33.

TUESDAY, Dec. 25.—Fine breeze from S. E. to S. S. W. Start Point W. N. W., distant 10 miles. At 8.40 P. M., took pilot 10 miles W. S. W. of Needles Light. Pilot erroneously laid his course for St. Catherines, instead of Needles, and nearly run the vessel ashore on the Point. Wore ship and hauled up for the Needles Light, which brought abeam at 1.40 A. M. Wednesday.—Came to anchor in Cowes Roads, at 3.30 A M.. Distance run since last, 290 miles.

The Harvard and Yale College Contests.

Quite a controversy was occasioned during the spring of 1867 in reference to the feasibility of a proposition to send a crew from our two leading American universities to contest with the great boatmen of Oxford and Cambridge in an international race, to come off on the Seine at Paris. Objections, however, were interposed which led to an abandonment of the contest. It was found impossible to pick a crew from both colleges to compete with the crews which the Cambridge and Oxford would be certain to send to the Seine to row against the French oarsmen. The English boats without exception carry cockswains, and the Harvard and Yale crews steer by an apparatus termed technically a "traveler." The steering is done by the feet of the bow oarsman, who has continually to look ahead over his shoulder to see that all is clear, and consequently the motion of the boat is often made unsteady by the inadvertent twisting of the cockswain's body. The "traveler" is a double wire running on both sides of the boat like a bell-pull, conecting between the rudder and a short piece of flat wood, which winds on a pivot in front of the bow oar, and by which the bow steers. The cockswain of the English boat is a lad chosen for his light weight, ranging from seventy-five to one hundred and twenty pounds, and his skill may be made available by the stroke-oar of the crew. Then again, the English crews row a race with eight men in addition to the cockswain, and the Yale and Harvard crews have been hitherto accustomed to row with a complement of six men without a cockswain. In England it is customary to choose the lightest man in the crew, with the exception of the cockswain, for the honorable but onerous position of stroke-oar, while in America, and more particularly with Yale and Harvard, the predilection has been for the heaviest man in the crews, to fill the position of stroke-oar. The English oarsmen claim that the bow oar, acting as cockswain, loses his general usefulness in pulling, from the fact that when he looks over his shoulder he has to neglect his duty as one of the pulling crew proper, and may perchance, should he escape fouling his boat, which would almost to a certainty lose the race for his crew, lose time in his stroke, and throw the remainder of the crew also out of time. Bowman, who pulled the stroke-oar for the Oxford in the late

race, weighed one hundred and fifty-one pounds after training, which is a very light weight for an English oarsman, while Anderson, who acted as stroke for Cambridge, weighed but one hundred and fifty-four pounds. At the University race at Quinsigamond Lake, which occurred on the 28th of last July, William Blaikie, of Boston, who pulled stroke for Harvard, weighed one hundred and fifty-two pounds, and E. B. Bennett, who pulled stroke for Yale, weighed one hundred and sixty-three pounds, a remarkably heavy weight for an American University oarsman. It is certain that the training which our college-men have to undergo to fit themselves for a University race such as is seen at Worcester every year, is less severe than that pursued by the Oxford and Cambridge men previous to their late race at Putney. The English course is one of self-denial and stern exactness, and no doubt the same course will approximate to a similar result at the American Universities. The relative individual weight of men at the English and American Universities, after training for the last race between Harvard and Yale in 1866, and the late race which came off between Oxford and Cambridge is, after all, perhaps, the best criterion of the muscle of the two countries, for be it known that when a crew has undergone six weeks' judicious training to prepare themselves for a boat-race, with the desired qualifications of a chaste and temperate life in the interval, nothing remains but bone and muscle of the hardest nature.

THE END

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